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SPEED IN STYLE Bond-worthy evening wear

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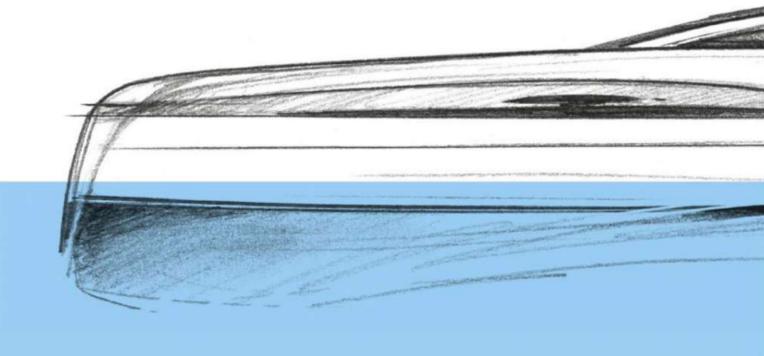
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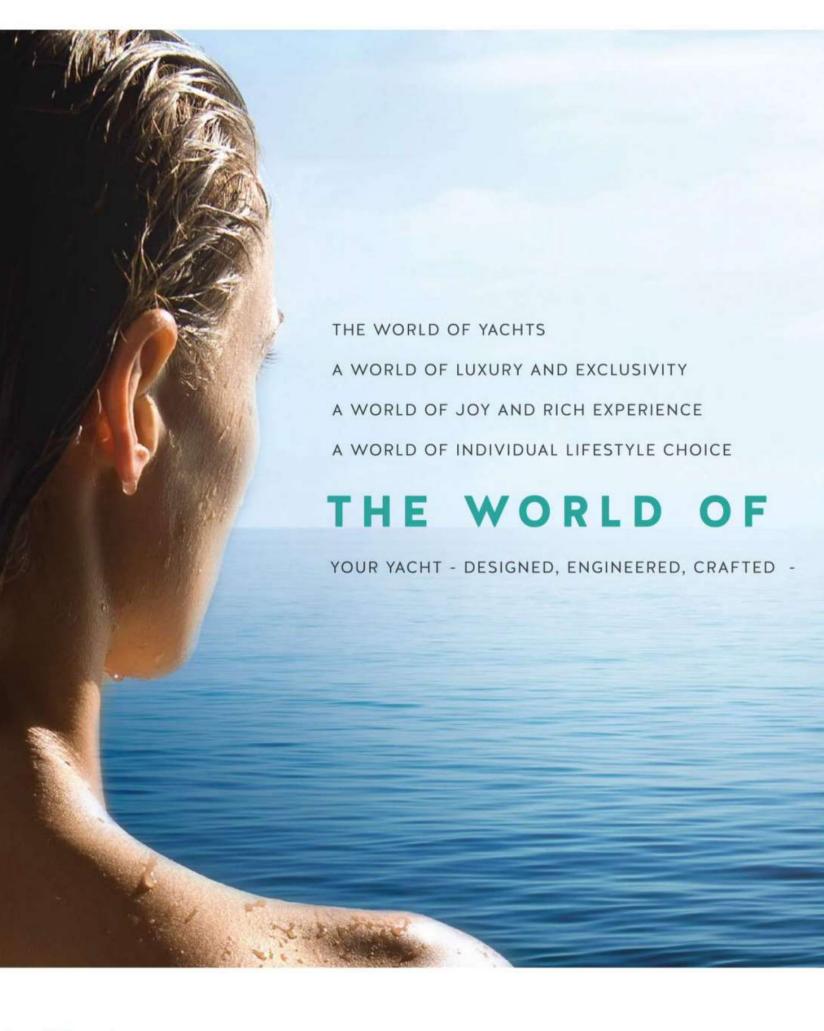
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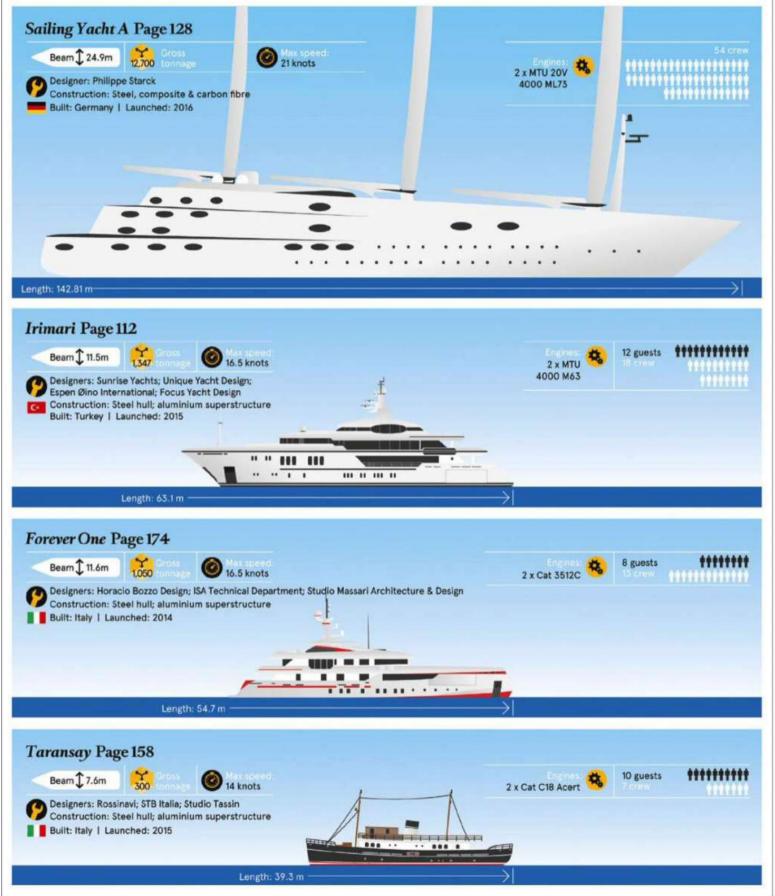
FRANCK MULLER

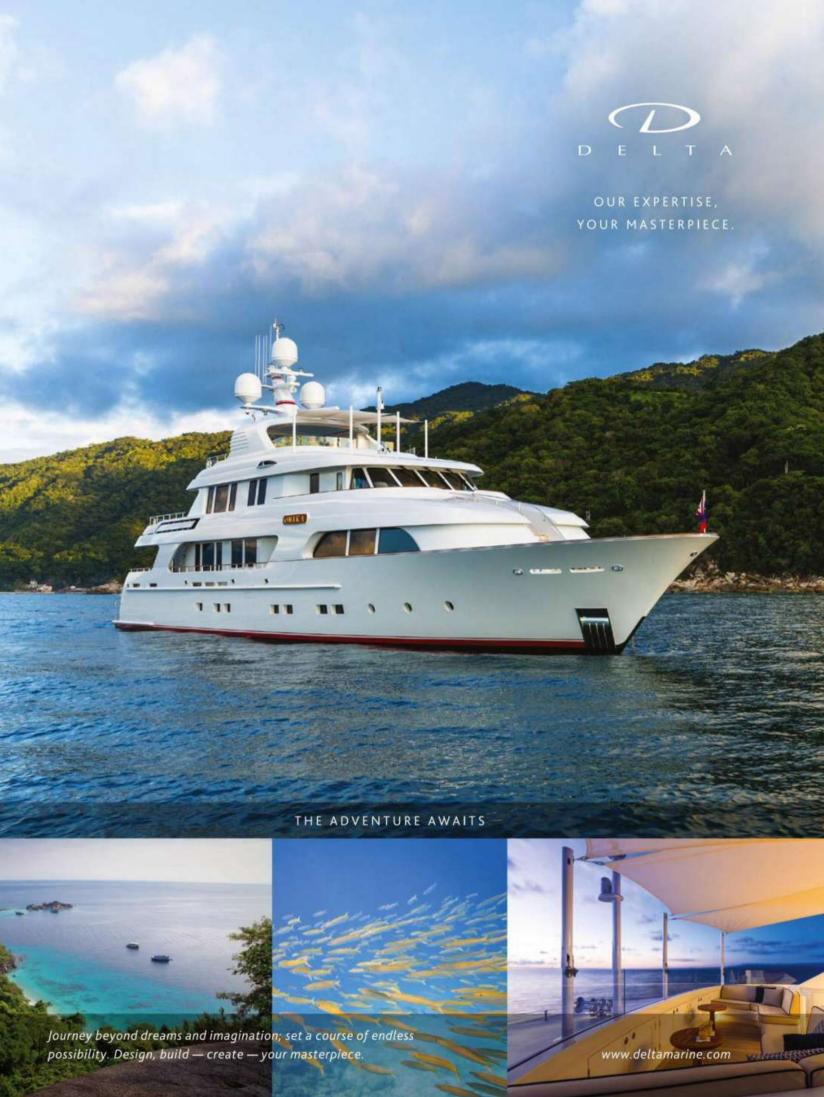
YACHTS



The Italian Sea Group

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WILLIAM & SON

LONDON

EDITORS' LETTERS



Occasionally, my job title raises eyebrows in certain circles. The less creative mind fails to understand how an editor can move from "luxury magazines", from whence I came, to a "boat magazine". I respond with similar surprise, for what could better capture luxuriousness than a superyacht - a five-star floating hotel owned by the world's most successful and stylish people? A recent trip to Florence to meet Leonardo Ferragamo, chairman of Nautor's Swan, reminded me of this when I fell into the same trap. Leonardo used to head up the menswear division of his family's famous shoe and fashion empire, and I asked what it was like to move from fashion to boats. "It's no different," he said, bluntly. "They both rely on quality, craftsmanship and heritage. He chuckled, "And they are both modes of transport." His attitude to yacht design and dedication to the craftsmanship over which he presides is truly inspirational (page 105).

▶ I remember the moment perfectly. Contributing editor Amanda McCracken was on the phone: "Have I got a story for you." Next came a blizzard of non-disclosure agreements, emails, more phone calls, planning, briefing of journalists from The Times and Daily Mail, and not forgetting one very important yard visit in Germany. It has all been absolutely worth it, though, and I'm sure you'll agree upon turning to page 128. Sailing Yacht A, like Andrey Melnichenko's Motor Yacht A, will cleave opinion. It's a project that makes zero compromises: the owners set their vision and it has been delivered. I've been captivated from the start, as I'm sure you will be, not only by the yacht's magnitude but its ambition to rewrite the rulebook. If I ever forget why I got into journalism, moments like this serve as a handy reminder. Here's to many, many more.







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Luke Leitch

Luke Leitch writes mostly about fashion and – despite living in London – occasionally schmoozes his way aboard a superyacht. He says Cannes is good for boat crashing and recently spent time on the Riva Domino Super New, his fantasy vehicle of choice.

St Barths or St Lucia? The Caribbean isn't on my radar: I love the Med and Aussie-land

Monaco or Miami? Monaco is the most absurd statelet in the world – so definitely there

Deck shoes or DJ? DJ – with flip-flops

Sail or motor? Depends on the weather

Tender or toys? Jetlev me up!

Dive or doggy paddle? Bomb, then wallow

British photographer Ram Shergill is a force within the fashion world and has portrayed many stars, including Judi Dench, Amy Winehouse and Eddie Redmayne.

St Barths or St Lucia? I have always wanted to go to St Lucia, as I love the romanticism of the mountains overlooking the sea

Monaco or Miami? I like Miami as it is very close to the Florida Keys, but I also like the remoteness of the Keys, as well as the Everglades

Deck shoes or DJ? Deck shoes for the boat and DJ for the city!

Sail or motor? I love to sail with hardly any sound, but motor can be cool

Tender or toys? Toys – I love my cameras, especially my Leica Monochrom

Dive or doggy paddle? Doggy paddle, in shallow waters. It's more relaxing

Ram Shergill

Maria Roberta Morso

 Maria is a certified boat fanatic, and reports from on board two yachts in this issue: Taransay and

Forever One. She has a degree in architecture, and loves writing, sailing - and animals.

St Barths or St Lucia? St Lucia - there's nothing like the sunset anchored just under the Pitons!

Monaco or Miami? That's too hard
Deck shoes or DJ? Deck shoes
Sail or motor? Definitely sail.
Long ago, I was a salty dog on
board a three-masted barquentine
Surf or turf? Both - I love
lying down in my garden
overlooking the sea
Tender or toys? Tender... is the night
Dive or doggy paddle? Dive

Tran's Clarke Dean Travis Clarke

was captain of a Hatteras sportfisher by the age of 14, crewed on *Courageous* in the 1983 America's Cup and advises US

Homeland Security on marine safety – when he's not editing yachting magazines. He lives in Jensen Beach, Florida, in a tiny cottage by the sea.

St Barths or St Lucia? St Barths, for the cheapest rum in the Caribbean. St Lucia, for beauty and breathtaking anchorages Monaco or Miami? Miami. I didn't think Monaco could keep getting more expensive every year, but so it goes

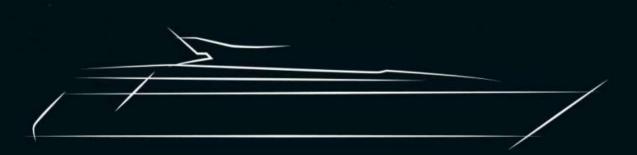
Deck shoes or DJ? Top-Siders or flip-flops **Sail or motor?** Both have their rightful place in a balanced universe

Surf or turf? Cold-water lobster and grass-fed rib-eye steak

Tender or toys? Tender. I find fun and beauty in functionality

Dive or doggy paddle? Dive – after determining the depth of water into which you are about to forcefully insert your head





Then we came forth to see again the stars.

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ON BOARD

NEWS, COLUMNS, EYE OPENER, PEOPLE & MARKET INTELLIGENCE



This Month: Sir Ben Ainslie looks back on his third in Gothenburg, Roger Moore is shark bait and a rash of yacht sinkings

AN ICON JUST GOT LARGER



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Lippy from the Liffey

The new Bond film brings back happy memories for *Eddie Jordan* – especially as he keeps bumping into the actors who've played him

Lan't wait to see the new Bond movie. They have an amazing cinema here in Monaco: it's outdoors – in the palace grounds – and they project the film on to the rocks. Grub is brought to you and you can even have a drink. There's no better film experience, trust me.

It's all a bit different to my first Bond experiences as a young boy. I remember queuing for ages at the Adelphi cinema in Dublin to see the latest Bond movie, trying desperately to get a seat at the afternoon

matinée because that was the only chance you'd have of getting in. It was just like waiting for the next Elvis single to be released.

Looking at it now the *Moonraker* special effects are a bit dodgy, but back then it was truly frightening

Roger Moore took over as Bond when I got a bit older. I know him a little bit as we're both residents in Monaco. He's a legend here and I used to see him occasionally, anchored up in his Riva. He was in my favourite Bond movie of all time: Moonraker. That scene where he's fighting Jaws on the cable car is etched in my memory. Looking at it now the special effects are a bit dodgy, but back then it was truly frightening.

Sean Connery was another great Bond. We used to play golf together down in Sotogrande. He had this friend, Toni Dalli, who was a famous singer and restaurant owner. They were massive mates and used to have these real heavy golf games, which I got sucked into with an ex-racing driver called John Fitzpatrick. There were some good side-bets on the games. Sean is wickedly competitive and a very good golfer. After the golf we'd head back to Dalli's restaurant for a few drinks. Sean is one of the most naturally cool guys I have ever met. He has a real aura about him.

I'm a big fan of Pierce Brosnan, too. As we're both Irish we used to bump into each other a bit. And then one day, out of the blue, he was sitting next to me as I was being awarded an honorary doctorate at Trinity in Dublin. We had a good giggle and a great night together.

I haven't met Daniel Craig. I leave him to Her Majesty! What he and the Queen did in the opening ceremony of the London Olympics was hugely clever. There's not many royals in the world that would have gone for that.

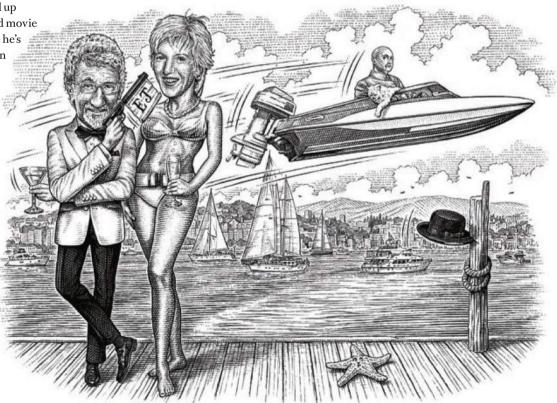
The toys you get on superyachts now are distinctly Bond-like. I was sitting in Sass Café in Monaco one day with Bono and The Edge, and Paul Allen happened to be there, too. We all ended up being invited back to Allen's yacht, Octopus, and there in the

tender garage was this yellow submarine. I was blown away. It was the first time I had seen a

submarine on a superyacht; until that point I had no idea you could get toys like that on a boat. Even his tenders were bigger than whatever boat I had at the time. The real toy was upstairs, though: an amazing recording studio. It turns out Allen's a maniac about music and always travels with musicians.

I had a captain for 15 years who had been an officer on a French nuclear sub. He would dive off the back of the boat with just a knife and bring back a bag full of sea urchins; you'd just open them up, and have them with a shot of vodka. Sea urchins are nicer than caviar, without question. At about 5am, we'd have four or five rods off the back, chasing tuna. The first fish he caught, he would open up right away and we'd have tuna carpaccio right there with a magnum of rosé. There's not many things that can beat that, and it's pretty Bond-like, too.

Eddie Jordan's fee for this column has been donated to charity.



've just got back from Gothenburg and it was great to be racing again at the second Louis Vuitton America's Cup World Series event of 2015. This was a very different environment for Land Rover BAR, after the initial event in Portsmouth. The geography was different, being a much smaller racecourse, with submerged rocks and flatter water.

We had a really exciting practice day on the Friday. It was right on the edge of being sailable, with 20-25 knots of wind. Since it was the practice day, we did have the discussion about protecting our assets (that being the AC45F race boat) and not pushing too hard, particularly after seeing Artemis capsize. Then Jono Macbeth, our sailing team manager, checked the rules and realised that we were potentially up against a \$50,000 non-compete fine, so the sailing team decided we'd better do the race!

It was the right thing to do - we had two fantastic races in flat water and 20-25 knots. Our top speed was 37.5 knots, so we were really smoking. We had some great racing with the other teams and, after an awesome series of foiling gybes up the Gothia River, we felt ready to go.

Generally, we were happy with how we sailed in the first real races on Saturday. We made a few small errors and one of these cost us a lot of ground in the second race. It began with a camera boat being out of position, so we had to sail the wrong side of the rocks in the middle of the racecourse. It ended up being about a 300-metre loss, which was pretty painful.

Nevertheless, Team USA sailed really, really well, with good starts

and pretty good boathandling, so they deserved to get two bullets. We got two seconds, which we were happy with, all things considered, and had good tussles with the Kiwis, who got two thirds.



Ainslie and Land Rover BAR took third place in Gothenburg



Learning fast

Tiny mistakes can cost you big in America's Cup racing, as Sir Ben Ainslie discovers in Sweden

On Sunday, things changed markedly, with the lightest winds we've seen so far in this competition. It became a different challenge, more about finding little bits of pressure on the racecourse and keeping the boat going. Our starting strategy was quite high-risk, trying to come in late with pace in the lighter winds and sneak through a gap. We didn't quite execute it

well enough in either start and were on the back foot from the off.

We did a reasonably good job of fighting through in the first race, but in the second our set-up was slightly wrong, which cost us in terms of boat speed. It was a frustrating day's racing. That said, we need to be competing at the front end of the fleet, and that's where we were. In general, I was pleased with how the team performed on and off

the water, and happy to get Land Rover BAR onto the podium at the finish: third in Gothenburg, and second overall going into the final event in Bermuda.

Now we're back in Portsmouth and looking forward to the launch of Training Boat 2, or T2 as we

call her. She's the culmination of all our design philosophies, where we try out concepts and systems we may use on the eventual race boat. Everything we learn will trickle back to the design team and be used in the next generation. She's probably our most important tool, from both a sailing and design perspective.

Once she's launched, T2 will become the latest in a long line of *Ritas*. All my boats have been called *Rita*. It started when I was a kid and was sailing at a world championships in Tenerife. My mum went sightseeing and came across a church whose patron saint was St Rita. She brought back a little badge of St Rita and sewed it into my life jacket. The event ended up being a good one for me, so after that we called the boat *Rita* and she did quite well. When it came to a new boat, she had to be called *Rita*, too – and now T2 will be *Rita XVII*!

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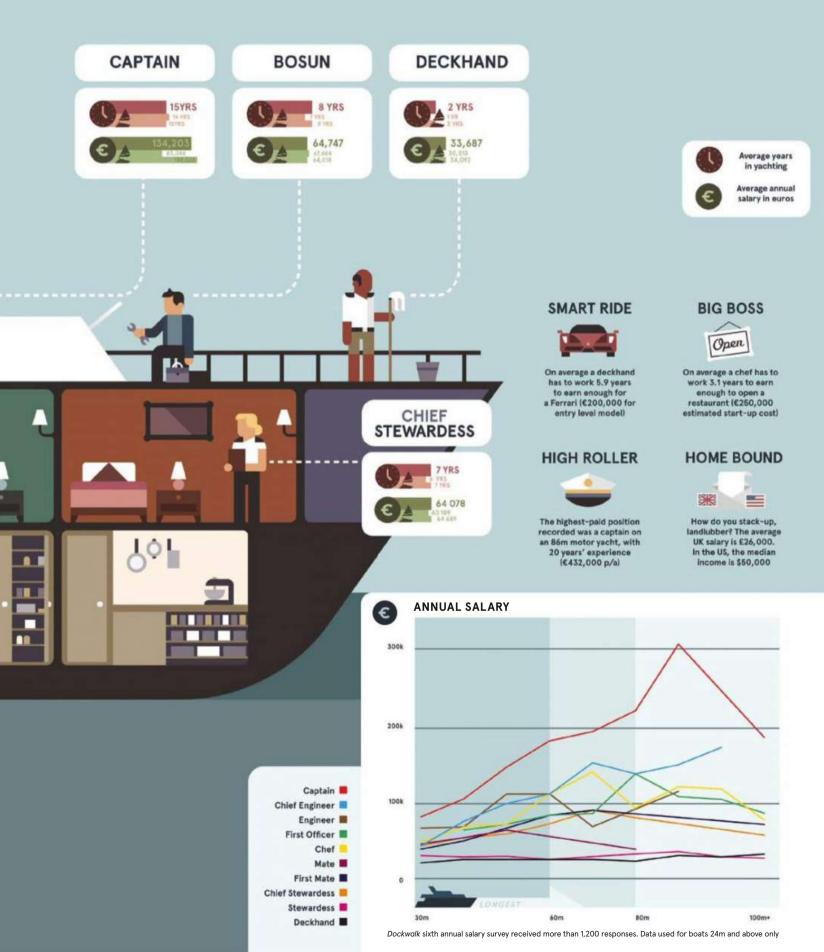




CREWED ANALYSIS



The results are in for our sister title Dockwalk's annual salary survey. Captains are quids in with an annual salary across the size range of €134,000, while chefs are cooking with gas, too, pulling in €80,000 a year on average



The informer

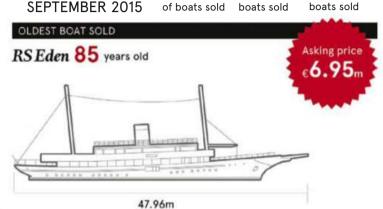
LAUNCHES IN AUGUST 2015 NAME LENGTH SHIPYARD COUNTRY = NL Halo 57.45m Feadship 4012 39.62m Westport US SD126 38.4m Sanlorenzo II IT SL118 35.97m Sanlorenzo I IT Nikata 35m **Baltic Yachts** + FL 7754 Westport 34.14m US OA100/02 31.1m Ocean Alexander TW Cantiere delle Marche IIIT Acala 31.1m Baccarat 28.65m Permare I IT Selene 92 27.93m Jet Tern Marine CN SL86 26.21m Sanlorenzo I IT 7 Seconds 26m **DL Yachts** I II

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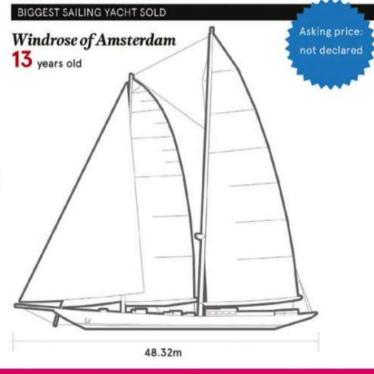
TOTAL BROKERAGE BOATS SOLD TO SEPTEMBER 2015 12 years Average age length of

€7.45 million

Average asking price of boats sold







DELIVERIES IN AUGUST 2015

NAME	TYPE	LENGTH	SHIPYARD	COUNTRY
Clarity	-	48.7m	Bilgin	CT TR
Fast & Furious	-	44.5m	AB Yachts	II IT
Harun	-	37.2m	Harun	CT TR
Antheya III	-	35.15m	Princess Yachts	₩ UK
Tortoise	-	35m	Arcadia Yachts	II II
Nautilass	-	34.53m	Sunseeker	₩ UK
Solis	-	34m	Mulder Shipyard	= NL
Vardar	-	32.95m	Custom Line	II IT
Storm	-	32.6m	Cantiere delle Marche	II IT
G	-	32m	Monte Carlo Yachts	II IT
Cutting Edge	-	30.8m	Hargrave	us us
Firefly	-	28.65m	Mulder Shipyard	= NL
E88	-	27.3m	Horizon	TW
Cherry	_	26.3m	Sunseeker	₩ UK
Arcadia 85	-	25.9m	Arcadia Yachts	II IT
Brenta 80 DC	A	24m	MS Yachtbau	■ DE

ORDERS IN AUGUST 2015

SHIPYARD	TYPE	LENGTH	DELIVERY	COUNTRY
Benetti	-	49m	2017	■ ■ IT
Baglietto	-	47.6m	2017	■ ■ IT
Palmer Johnson	-	42m	2017	■ US
Numarine	-	32m	2016	CT TR
Numarine	_	32m	2016	CT TR
Green Marine	A	27.91m	2017	₩ UK
Oyster Yachts	A	27.08m	2017	₩ UK

ITALIAN OPERA















BOARD



US builder goes Dutch

Palmer Johnson is closing the doors on its US yard at Sturgeon Bay, Wisconsin and will take over an undisclosed yard in The Netherlands. The builder says it made a strategic decision to move operations to Europe, where it will focus on its new carbon composite SuperSport series of yachts, like the all-carbon Khalilah, which was launched last year.

Hull No.2 of the PJ48 SuperSport is in-build in Norway and will be transferred to the new Dutch yard in November, followed by a third hull arriving in April 2016. The builder has reported strong interest in the SuperSport range and finds it "competitively advantageous" to build in Europe.

The company is also manufacturing moulds for the Palmer Johnson 42m SuperSport - the first hull is ordered and will be delivered in 2017.

According to local press reports, 100 jobs will be affected by the decision to shut the US facility, but a core team of Palmer Johnson employees will be transferred to Europe to maintain the builder's operations, including moving the construction of its popular line of aluminium SportYachts to The Netherlands.

Meanwhile, the fate of US superyacht builder Trinity Yachts, acquired by Harvey Gulf International in June, is yet to be confirmed. But there is positive news

> for US boatbuilding: Taiwanese builder Ocean Alexander has announced that it will start building its 70E in Florida.



Adriatic, while the flora and

Piaget Venice



From nautically inspired gems to Cantiere delle Marche's flagship, the helicopter that thinks it's a plane, and sinking superyachts



From the glamorous cruises of decades past to luxurious modern supervachts, travelling by sea has always oozed style. This autumn two new fine jewellery collections have found inspiration in chic nautical journeys,

de Caractère collection depict the glittering seas of the Med and rubies, coral, pearls and onyx bring to life fauna of the Atlantic and Indian oceans. has homed in on the historic silk route,

> and Samarkand to inform its new high jewellery and watch collection: Secrets & Light - A Mythical Journey.

(left) and Van Cleef & Arpels (all helow) have produced two dazzling new collections

The range comprises 93 jewellery creations and 38 fine horology pieces. In Samarkand a riot of colour greets you as turquoise beads, emerald flowers, Sri Lankan sapphires and rubies from

imbue the

Mozambique present a fresh take on the Orient. In Venice, the culture, romanticism and nautical associations are evoked through enamelling, engraving and marine-hued gems,

while transformable pieces spirit of the masked ball. Seven Seas fine jewellery, all POA, vancleefarpels.com. Secrets & Light - A Mythical Journey fine jewellery, all POA, piaget.com



Horizon Yachts is working on a 33m motor yacht by Beiderbeck Designs, with launch slated for 2017. The Horizon 108RP, in-build at the yard, was commissioned by a German client and is based on a proven hull form. It has a half-raised pilothouse and a main deck designed so spaces flow seamlessly. beiderbeckdesigns.de; horizonyacht.com



ON BOARD



THE ASCENT OF FAN

The TriFan 600 VTOL doesn't exactly conform to the traditional blueprint for private jets. For one, it's not exactly a jet, preferring a combination of twin, high-performance turboshaft engines and three ducted fans to fly you from A to VIP. It's this latter design quirk that truly sets this fixedwing, carbon fibre and epoxy aircraft apart from the competition, as the positional fans allow the pilot to take off and land vertically from a spot no larger than a helipad. thus removing the ageold inconvenience of airport transfers.

With room for five passengers, a maximum cruising speed of 340 knots, flight range of up to 1,200 miles and the ability to fly above the weather at altitudes of 30,000 feet, its makers see it as the future of long-distance, door-todoor travel. Given its unique manoeuvrability and footprint, there's nothing to say it can't also hover deck-todeck. \$10-\$12 million, xtiaircraft.com

The next massive Lürssen, an 85m motor yacht known as *Sasha*, has arrived at the builder's yard in Rendsburg, Germany.

The build is ultra-private but her gross tonnage is estimated to be 2,850 and she's likely to be launched in 2017. There is speculation that she was penned by prolific UK designer Andrew Winch, who is responsible for a number of notable Lürssens including *Phoenix 2*, *Ace* and the new 112m project *Palo Alto.* luerssen-yachts.com



Sophie Bardon, chef on board 45m sailing yacht Clan VIII, loves creating cosy, Italian-style meals

Chef's corner

My style of cooking is Mediterranean: a rustic, family approach. I also did a course in Thailand and I am always trying to capture the flavours of their stunning street food. Some of the top markets for provisioning are in Croatia. In Hvar you have to dodge the bees because of all the cheese, oils and honeys. And the figs are fantastic. My favourite dish to cook on board is mushroom risotto, a one-pot wonder that can be made at any angle. One of the most useful skills is being able to substitute flavours when you cannot get what you need: for example, coriander is impossible to find in Italy. My top tip is to chop and prep first. I have found myself wedged in the galley at 25 to 30 degrees, trying to sow feta and sundried tomatoes into four, small, deboned lamb legs.



Cashmere star sweater by Chinti and Parker, £375, chintiandparker.com

WHERE THERE'S A WOOL

Despite over-zealous airconditioning, stay snug on your superyacht vacation with this season's best knitwear...

ANGELIC ARRIVAL

Feadship has launched its 57m motor yacht Halo, inspired by the owner's chartering experience on the 45m Feadship Megan (ex-Helix). Similarities between Halo and Megan can be seen in the rectangular hull windows, but elsewhere the owners asked

Eidsgaard Design to pen a more radical exterior. "From a quarter-front view, the signature silver arches appear to run up, over and down the aft end of the yacht," says Peder Eidsgaard. Inside, Bernardi Peschard, in its first superyacht interior, has used a modern décor with light oak and bronze inlays. Halo has been designed with world cruising in mind, boasting a cruising speed of 16 knots and a range of 5,000nm. feadship.nl



race for disabled charity Wetwheels





Fabiana Filippi cape, £415,

Fisherman-Links cashmere sweater by Brunello Cucinelli at Neiman Marcus. £2.535, neimanmarcus.com



Barchetta Colliston baby cashmere Breton sweater, £1,320 by Loro Piana, Ioropiana.com



Mulberry Fairisle mohair-merino cardigan, £990, mulberry.com



This sumptuous tome charts the life of Laurence Graff from London's East End to an international jewellery empire. Contributors, from Vogue International editor Suzy Menkes to jewel historian Vivienne Becker, delve into his story, but iconic images of jewels and jewellery also tell the tale - including a 1970 ad of a model with a million dollars-worth of gems woven into her elaborate hairstyle, Graff arranging a model by a yacht on a

1980s photoshoot, and ultra-slick 21st century magazine spreads. Spotlights on famous gems are fascinating, particularly the lemonyellow Delaire Sunrise and the 603-carat Lesotho Promise, which

Graff cut into a necklace of 26 perfect stones. But the most absorbing element of the book is Graff's indomitable character, with a self-taught eye for gems and a confidence that rivals one of his diamonds for bulletproof brilliance. Graff, £65, rizzoliusa.com



Fashion and function aren't always the happiest of bedfellows. So when Moncler announced it would be teaming up with hot London designer Erdem Moralioglu to reinvent the brand's signature puffer jacket, the interest of fashionable figures in the world's colder climes was certainly piqued.

Doing away with traditional quilting - and his own signature prints - Moralioglu used an Arctic palette of grey, white and black to create a vintage collection inspired by an imaginary Russian royal family travelling through the Soviet Union in the 1960s.

It may sound bleak, but the result is rather romantic. Snow-white capes are trimmed with expanses of silver fox fur, and slatecoloured princess coats are lined with cosy shearling. Padded fur shawls exaggerate shoulders to Game of Thrones proportions while Swarovski crystal embellishment and embroidery bring sportier styles firmly back into feminine territory.

Moncler E outerwear collection, from £580, moncler.com

SUGAR RUSH

As much of a celebrity as its business mogul owner, Alan Sugar's 55m Lady A is undergoing a major refit at Burgess Marine in Portsmouth. The yacht, formerly Southern Cross III, was designed by Jon Bannenberg and launched by Nishii Zosen-Sterling in 1986. With sweeping aft deckstairs and gill-like upper deck windows, she's one of the most distinctive vachts afloat. Burgess Marine will undertake minor structural, mechanical and electrical modifications. install new Naiad stabilisers, spruce up the interior and exterior styling and give the exterior a new paint scheme. burgessmarine.co.uk











PoloTech shirt,

Netatmo's silver and leather June

bracelet, which stops

you getting sunburnt,

and the 18kt gold ring

turned call screener

Ringly. Information really

Nostalgia Princess Yachts has restored its first hull to celebrate 50 years in business and Bertram revisits the Bertram 31 as it unveils its newest design, inspired by the original, this autumn.



The TopBrewer app will make human coffee concocters obsolete, according to its inventor and owner of 54m Parsifal III, Kim Vibe-Petersen Tap your order on your iPad and it shoots from a tabletop spout into your favourite mug.

Guns at sea

Guests of 26m motor

yacht Mia were arrested

by Bahamian Customs

officials after undeclared

guns and ammunition

were found on board.

Being escorted to

Nassau by defence force

marines will not have

been the highlight of

their holiday



It is responsible for 40 per cent of the Great Barrier Reef's coral decline. Now a Queensland university has created a robot that uses GPS to find these spiky customers and give them a lethal injection.



Amber Heard is due in an Australian court on 2 November, accused of illegally importing her Yorkshire terriers via private iet. Meanwhile, a Mexican man has been caught taking 11 endangered iguanas out of the Galápagos





FLEXIBLE FRIEND

Spirit Yachts has released photos of its new P40, with its adaptable layout that allows the 12.2m to double as a luxurious dayboat or supervacht tender. With classic lines outside, her modern comforts inside include an open-plan cabin. Built in strong, light wood epoxy, twin Yanmar 260hp engines give it a maximum speed of 36 knots and a cruise speed of 29 knots. spirityachts.com



Dynamiq S4. LDA: 39 meters (126'8'). Speed max: 25 knots. Fuel consumption: 90 1/h (24 USG/h) @10 knots, 750 1/h (198 USG/h) @19 knots; 950 1/h (251 USG/h) @21 knots. Range: 2800 nm @10 knots.

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Excitement of cruising over 20 knots with cutting-edge Fortjes pod drives. Comfort of an innovative, aluminum round-bilge hull and freedom of transatlantic range. Complete relaxation, workouts or vibrant parties on a 20-meter-long sun deck. Transparency with clear online pricing. Engineered in The Netherlands to the highest standards, and built with the passion of Italy's Tuscany. Dynamiq takes yachting to another level. Intelligent and modern-day chic. Like no one else does.

Visit www.bedynamig.com and create your 39-meter D4 superyacht right now with our industry-first online configurator. Starting at just 13.900.000 Euros*. Delivery in 24 months. Extensive options. Easy choices.

*Price for D4 model. Ex-works, excluding taxes and registration charges.







A DIFFERENT POINT OF VIEW

To develop great things, you have to look at them from different perspectives. The most important aspect for the owner is to know that he is dealing with someone who understands him perfectly in every respect. No matter what the circumstances, no matter how exceptional his wishes may be.

N Inni

SUPERYACHTS

Volume 29 2016



YOUR GUIDE TO THE FINEST LUXURY YACHTS OF TODAY

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MISAHARA SPREADS WINGS

Misahara, the New York fine jewellery brand beloved of Cindy Crawford and Nicole Scherzinger, is bringing its wares to London this autumn with a residency at the House of Luxury.

Misahara is a brand long favoured in yachting circles. Its flagship store in Porto Montenegro - along with a

smaller boutique just along the coast at the Regent hotel - are must-visits while berthed in

the superyacht hot spot and rarely does a visitor leave without at least one new purchase.

Drop into the London boutique, however, and you will discover a carefully curated set of pieces designed to give newcomers a sense of the brand's international luxury ethos. Contemporary designs glitter with peridot and emeralds

while a Turkish Evil Eye is picked out in sapphires and diamonds and classic statement pieces showcase large green tourmalines, rose quartz and ivy-hued serpentines.

It's been open since September so get there quick before word spreads far beyond the yachtie set.

Misahara fine jewellery at the House of Luxury, Royal Opera Arcade, London, misahara.com



Typo makes yacht capsize

The US National Transportation Safety Board has revealed the probable cause of a capsizing last year as ballast and stability issues caused by a transcription error. The Northern Marine 85

yacht Baaden capsized during her launch in Anacortes, Washington due to the error by builder New World, which had acquired

Northern Marine's assets. New World supplied the stability naval architect with an aft starboard load value of 68,500lb: it was really 60,550. That was used to calculate the

> total weight, and the aft port load had 68,700lb - an 8,000lb difference. The ballast weight was overstated as 23 tonnes when it was 16.61, causing the architect to overestimate the yacht's stability.







Yacht sinks off Mykonos

The clear blue waters of Mykonos show the demise of motor yacht Aloha in vivid detail. Local news reported in late August that she ran aground on a reef near the Greek island at about 5am and sank before dawn. The

> vacht is believed to be a Custom Line Navetta 33 owned by an American. All four of the guests on board escaped the sinking yacht unharmed and the day after the incident the yacht was said to be in the area between Platis Gialos and Psarrou off Mykonos.

At time of press port officials had begun an investigation into the

cause of the sinking. Aloha was the second yacht to sink in Greece during the summer. In July, multiple explosions caused a 25m yacht known as Ocean 5 to catch fire and sink off the port of Piraeus.

9,641m

... of brokerage superyachts sold in the first eight months of 2015

Spotlight New to the market



HELIOS 2: \$17.5 MILLION

▶ Built in aluminium by Palmer Johnson to a design by Sparkman & Stephens. 51.2m Helios 2 was delivered in 2002 and has had many upgrades. Accommodation is for up to 12 guests in five cabins and she is listed for sale by Fraser Yachts.



ARKLEY: POA

► The 60m Arkley is listed for sale by Imperial Yachts in Monaco, Built in steel and aluminium by Lürssen to a design by Espen Øino, she was delivered in 2009 and won the Yacht of the Year trophy at the 2010 World Supervacht Awards



J'ADE: €36.95 MILLION

▶The 58.2m J'Ade has come on to the market for the first time, listed by Burgess. Built in steel and aluminium by CRN, she was delivered in 2013 and has been only lightly used privately since. Generous accommodation is for 10 guests in five cabins.



QUINTA ESSENTIA: €47.8 MILLION

▶In-build at The Italian Sea Group, the 55m Quinta Essentia will be delivered in April 2016. Accommodation is for up to 12 guests in six cabins and she has been listed for sale by Worth Avenue Yachts.



MERIDIAN: \$57.5 MILLION

▶The 62.5m Meridian was built in steel and aluminium by Icon to a design by Redman Whiteley Dixon and delivered in 2013. She accommodates 16 guests in eight cabins and is offered for sale by Yachtzoo in Fort Lauderdale.

ON BOARD

virgin gorda, bvi, 9-12 march 2016 Loro Piana Caribbean Superyacht Regatta & Rendezvous

• The Loro Piana Caribbean Superyacht Regatta & Rendezvous returns to the British Virgin Islands in 2016. It is open to yachts of 80 feet (24m) and over, and organised in collaboration with the Yacht Club Costa Smeralda, racing under the International Superyacht Rule rating system.

Yachts at the regatta include performance craft *Ganesha* (46m) and *Inouï* (33.4m), the Baltic *Hetairos* (66.7m), and Perini Navi *Clan VIII* (45m). The Regatta & Rendezvous starts with welcoming all guests to a cocktail reception on the lawn of the YCCS. Every evening will host a social event including a sensational owners' dinner organised by title sponsor Loro Piana, a beach party, and farewell drinks at the prize giving.

The Rendezvous, sponsored by Westport, offers motor yacht owners the opportunity to enjoy the spectacle of the sailing fleet from the comfort of their own deck. As well as following the racing, a daytime programme is on offer for owners and guests to enjoy highlights of this spectacular area, stopping in for lunch each day at various beautiful locations. Registration and entry is now open and the Notice of Race is available online at



KITZBÜHEL, AUSTRIA, 21-23 FEBRUARY 2016

ShowBoats Design Awards

The 2016 ShowBoats Design Awards marks the seventh year where an array of coveted golden Neptune awards will be presented. Honouring the creative talents behind the most innovative, elegant and inspiring new yacht designs from the world's leading yacht design studios, the awards will again be presented in the inspiring setting of Kitzbühel, Austria.

The winners will be chosen by an independent panel of yacht owners, senior yacht crew, acclaimed naval architects, and designers and stylists from within and outside the marine industry.

To submit your nomination, visit showboats-designawards.com.
Nominations close

on 28 October
2015, so please
ensure yours is
submitted as soon
as possible.



FLORENCE, ITALY, 14 MAY, 2016

World Superyacht Awards



The World Superyacht Awards are distinguished by the fact that the winners are selected by an independent jury of current and former superyacht owners, all of whom have a profound knowledge of the subject and an enthusiasm for rewarding the genuinely exceptional. The Awards recognise the ingenuity and innovation demanded by the design, engineering and construction of the world's finest luxury yachts. Nominations are open at worldsuperyachtawards.com and close on 30th November 2016.

Next year the Awards move to one of the world's

most beautiful cities, Florence. Considered the birthplace of the Renaissance, the city is known for its culture, Renaissance art and monuments. Due to the change of location, we are anticipating next year will be a sell out, so submit your table applications early at worldsuperyachtawards.com.

PHUKET, THAILAND, 16-18 DECEMBER 2015

Asia Superyacht Rendezvous

► The Asia Superyacht Rendezvous celebrates its 15th anniversary this December, showcasing the world's most beautiful boats. Hosted at the chic Kata Rocks resort, Phuket, a fleet of superyachts will participate in a threeday programme of racing, fun on the water and glamorous shore-side events. Boat International Media is delighted to continue its support as International Media Sponsor with Principle Sponsor Feadship Royal Dutch Shipyards. For information and late registration, visit asia-superyacht-rendezvous.com or contact Charlie Dwyer charlie@asiasuperyacht-rendezvous.com.



kıtzbühel, austria, 21-23 february 2016 Superyacht Design Symposium

Led by one of the world's best commentators on design, Stephen Bayley, the 2016 Symposium will embrace designers from all over the world sharing stories and expertise, and inspiring the superyacht projects of tomorrow. Topics for the 2016 Symposium include: Is the client always right? Is beauty a science or an art? What is the new luxury? What has a superyacht got in common with a warship? With speakers such as yacht designers, owners, and big names from architecture, car design, interiors, fashion, product design and technology, next year's Symposium is set to be the best yet. The event encourages debate and provides

including cocktail receptions and dinners, with the opportunity to interact with peers, to establish new relationships and mix with industry leaders. For more information about next year's topics and to purchase tickets, please visit superyachtdesignsymposium.com.

many social occasions,





Luxury Superyachts

BOARD



SEE THE LIGHT

Lightness was key to the design of the 33m Nauta Air 108, the new flagship in-build at Cantiere delle Marche. As Mario Pedol, founder of Italian studio Nauta Yachts, says: "In designing superyachts, we always follow our fundamental idea of lightness in both senses of this word: a rational superstructure, visual weight and a sense of brightness." Thus, the Nauta Air 108 will have a semi-wide body shape, allowing the full-beam owner's cabin to spread out over 26m², lit by large windows.

 $\hbox{``The interior decoration is light and fresh, with sand colours''}\\$

and whitened oak veneer," says Pedol. There may be an even bigger project in the mix as the owner of the Nauta Air 90 Noga has revealed to BI that he's interested in building a Nauta Air 114. nautayachts.com; cantieredellemarche.it





Containing shampoo, body wash, face wash and moisturiser. the new travel kit from Bamford Grooming Department is chic enough for your onboard bathroom and an ideal space-saver for cabin baggage. Complete the collection with a masculine candle for all the comforts of home.

Edition 1 Travel Kit, £70; Edition 1 Candle, £70



ICONS UNITE

Dubourdieu, the oldest shipyard in France, has collaborated with avant-garde fashion house Courrèges on a 13m motorboat.

The yard, situated in the Arcachon basin, builds the region's famous *pinasse*: flat-bottomed motorboats originally designed for oyster farming. Featured in films such as Marion Cotillard's 2010 *Les Petits Mouchoirs*, they have earned Dubourdieu cult status in France. The first limited-edition White Ocean motorboat has an interior in Courrèges's signature palette of white, silver, mirror and Plexiglas, with a sea mist-grey hull. Exterior mahogany and teak has been left unvarnished to weather to a similar light blue-grey. The boat seats 16, and its two 370 CV Yanmar V8 turbo diesel engines offer a top speed of 38 knots. *dubourdieu.fr*



\$4bn

...worth of boats and kit at the Fort Lauderdale International Boat Show

$\operatorname{Spotlight}\,ullet$ Seriously for Sale



QUID PRO QUO: €4MILLION

The 30.25m Quid Pro Quo, listed at bluewater in Antibes, has had a €2.9 million price reduction. Built by Benetti, she was delivered in 2007 and has a five-cabin layout accommodating 10 guests in five cabins.



I LOVE THIS BOAT: \$13.95 MILLION

The 44.2m I Love this Boot was built by Christensen to ABS class and launched in 2002 as hull No.25 in the Christensen Custom Series. Listed by Tom George Yacht Group, she recently had a \$545,000 price cut.



BB3: \$6.75 MILLION

▶ Built by Palmer Johnson, the 37.5m BB3 was delivered in 2006 as the second hull in the 123 series. She accommodates eight guests in a master suite, VIP and two doubles, and has had a \$245,000 price reduction at Northrop & Johnson.



ENTREPRENEUR: \$3.5 MILLION

has had a \$400,000 price cut with Denison Superyachts. Built in aluminium by Broward Marine, she was launched in 2004 and sleeps eight guests in four cabins.



PERLE NOIRE: €9.5 MILLION

Delivered in 2010, the 37.3m Perle Noire is one of Heesen's 3700 series. Her stylish interior accommodates 10 guests in five suites including a fullbeam master suite on the main deck and is offered for sale by Moran Yacht & Ship.

Designed, Engineered & Hand Built in America.

WESTPORT

YACHTS SINCE 1964



W112' | 34M

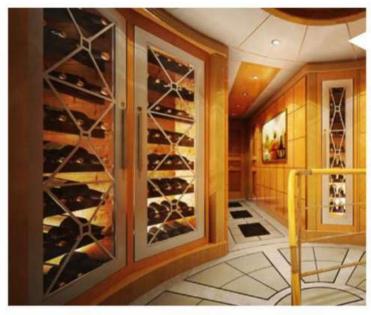
W125' | 38M W130' | 40M WWW.WESTPORTYACHTS.COM TEL +1 954 316 6364

W164' | 50M

ON BOARD

Six of the best

Onboard wine cabinets



• Mia Elise Displaying wine in coolers makes a feature of the bridgedeck lobby and adds to a residential feeling aboard 49.9m Trinity

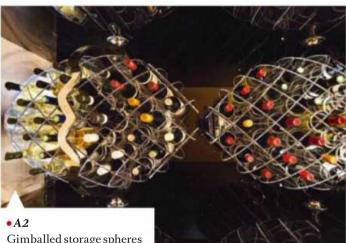
Moonraker

Mia Elise.

Chic glass and chrome panels show off perfectly organised wine – and a humidor – on 49.9 m Mangusta Moonraker.

• Asya
Bannenberg & Rowell's
interior for this 47m
Heesen has wine storage
with sensible racking
and glamorous lighting





Paraffin

Gimballed storage spheres on 47 m A2 are not just an artistic touch: they help protect the wine from cracks and bumps at sea.

Six tips for storing wine aboard: boatinternational. com/store-wine To do at the state of the state

The 60m Paraffin has space on board for up to 400 bottles of the best vintages, with 200 stored in this beautiful display case near the formal dining area.

Suerte

The wine wall on board Tankoa's 69m yacht is as much a work of art as the installation above it. See the full feature in a forthcoming issue of *Boat International*.

Ψ The WORLD SUPERYACHT AWARDS 2015

WINNE

37.9 m SO'MAR

TANSL

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CUSTOM YACHTS FROM 76 TO 140' FOR WORLD CITIZENS SINCE 1980







Kismet

*This stunning Lürssen is not for sale, but she is one of the world's most expensive charter yachts. Moran Yacht & Ship helped develop the extended specs and is showing her at its display, in conjunction with Lürssen. Espen Øino designed Kismet on the outside and Reymond Langton created her superbly crafted, richly detailed interior.

Details

- •Length 95.2m
- Builder Lürssen
- Exterior design Espen Øino
- Interior design Reymond Langton Design

Fort Lauderdale is the biggest supervacht show in the US, both in terms of its importance in the calendar and its 280,000 squaremetre site. The fact that German builder Lürssen has chosen Fort Lauderdale over the Monaco Yacht Show for the world debut of 95.2m Kismet speaks to the event's status. A strong market has lured plenty of other European builders - and their yachts - over the Atlantic, and there are plenty of home-grown boats to contend with. The largest yachts are on display at Sails Marina, while the main throng is packed around Bahia Mar Yachting Center on the oceanfront. The scale of this show means you get everything from the very biggest pleasure boats afloat to outfits that teach you to free-dive or use your drone. Useful if you get lost.

The 56THFORT LAUDERDALE BOAT SHOW

Details •Length 39.62m • Builder Westport • Exterior design Gregory C Marshall • Interior design Westport



Westport 40m

Tweaked a few years ago to incorporate features from the 50 metre version, this series introduced in 2001 continues to impress. The newest in Westport's 40 metre series has a contemporary interior, with dark veneer, stylish grey fabrics and lighter floors. The main-deck master suite is one of five luxurious cabins. With a hull by William Garden, advanced composite construction and twin MTU engines, she has a top speed of about 24 knots.



Details

- •Length 48.7m
- Builder Bilgin
- Exterior and Interior design Bilgin

Cantiere delle Marche Darwin 102

With a name such as Darwin, you would expect this yacht to have a knack for discovery. And that's exactly what her owner intends her for: to venture into the rough waters that surround the South American continent. Designed by Hydro Tec, this all-aluminium explorer has a cruising speed of 13 knots, a range of 5,900 nautical miles and she dedicates proper space to a first-rate engine room. Custom touches include a dive locker, a large garage for the six-metre custom McMullen & Wing tender and a modern interior by Mexican designer Simon Hamui.

Details

Hydro Tec

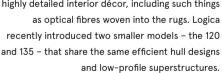
• Interior design

Simon Hamui

- •Length 44.8m
- Builder Logica Yachts Exterior design
 - Brenta Design Interior design
- Martin Kemp Design

Logica 147

togica's premier boat has a long hull and narrow beam for efficient cruising. This should come as no surprise as the yacht's designer, Brenta Design, has extensive experience with sailing yachts. Highlights here include the mosaic-lined foredeck pool and a highly detailed interior décor, including such things as optical fibres woven into the rugs. Logica recently introduced two smaller models - the 120





Sanlorenzo SL118

The flagship of the Italian yard's planing-hull range is blessed with both good looks and speed. A nicely sized flybridge is dedicated to relaxation as tender and toys fit in the stern garage and/or swim platform. With teak flooring throughout, the atmosphere is elegant and relaxed for all 10 guests. Top speed is about 27 knots and she cruises in the lower to mid-20s.

Details

- •Length 36.5m
- Builder Sanlorenzo
- Exterior design
- Francesco Paszkowski
- Interior design Marty A Lowe

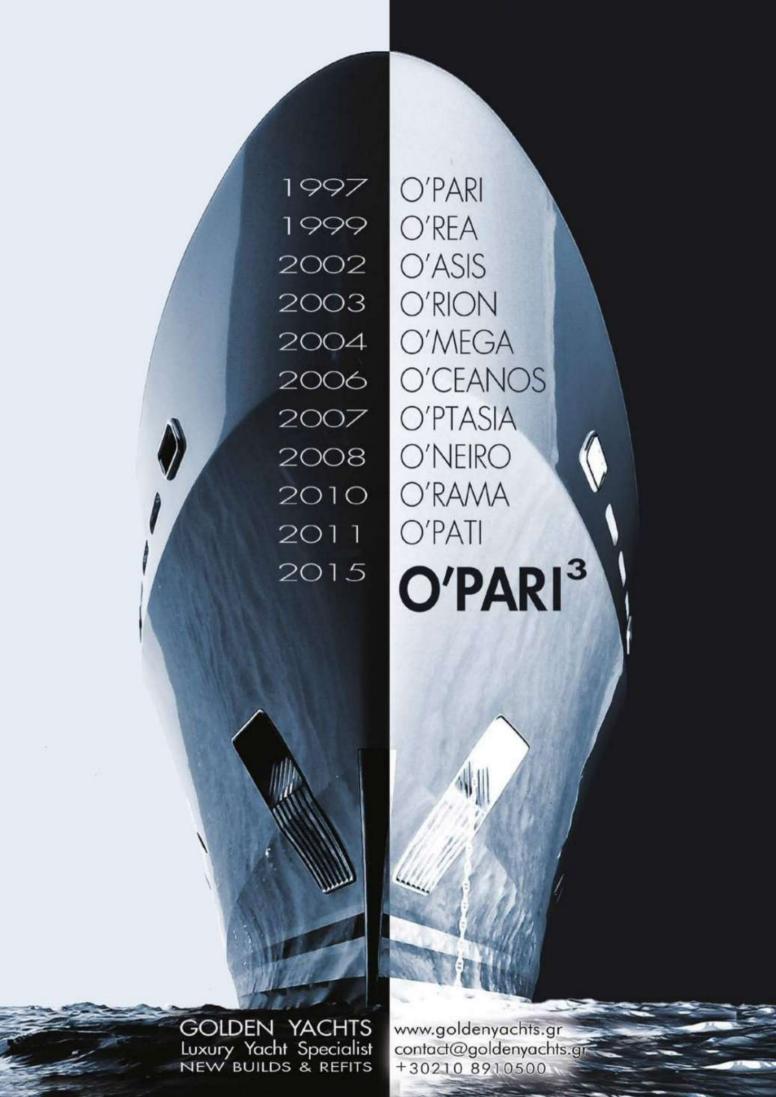


Why celebrate the day you launch a Super Yacht?
When you can celebrate launching Two?

Classic 57M and Sport H 40M
Launched on May 16th 2015



www.columbusyachts.it sales@columbusyachts.it



Y A C D E S O S

Details

- •Length 30.53m
- Builder Ocean Alexander
- Exterior & interior design Evan K Marshall



*As the designer of OA's larger 120, Evan K
Marshall adapted some of the same features
inside and out to great effect on the 100, which
was introduced last year. This year, the builder
unveils the Skylounge version, augmenting this
already spacious yacht with an extra lounge
space. The open flybridge has a large curved bar,
a dining table for eight, sunpad and spa pool.



King Baby

★ Still relatively new on the superyacht scene, IAG has launched its largest yacht to date. King Baby, built in China, is highly customised to suit her owner's wishes. In addition to her Evan K Marshall styling and interior design, this high-volume yacht (its gross tonnage is 499GT) packs an advanced A/V system, including more than 20 TVs. Her owner loves to entertain and the yacht will eventually join the charter market.

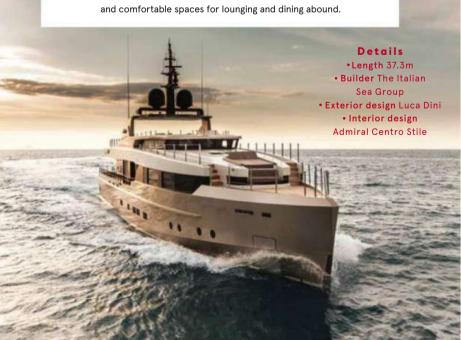
Details

- •Length 42.67m
- Builder IAG Yachts
- Exterior design Evan K Marshall
- Interior design Evan K Marshall

US debut

Nono

★ This aluminium semi-displacement yacht exemplifies The Italian Sea Group's new direction. Nono shows a fresh interpretation on the raised pilothouse design, with modern shapes by Luca Dini. A smart design connects a main-deck pantry with the galley and the crew area below deck. The master cabin is located forward on the main deck with private access,





Cutting Edge

This boat is well named: the latest from Hargrave Custom Yachts is filled with state-of-the-art technology. A raised pilothouse design, she has room for four spacious cabins with en suites and a country kitchen for informal gathering, plus a fully equipped flybridge. She also has a pleasant modern edge in her styling, with continuous windows at main deck level elongating her profile, and custom paint for the domes.

Details

- •Length 30m
- Builder Hargrave
- Exterior design

JB Hargrave Yacht Design

• Interior design Yacht Interiors by Shelley



Details

Horizon E88

This is the first of this model to be built with an open flybridge design. The layout is fairly traditional – four lower-deck cabins, including a full-beam master suite, and a main-deck saloon with dining area and open galley – but the décor is anything but. Fresh and modern, it goes perfectly with the yacht's airy looks by John Lindblom and the new, breezy top deck.



Riva 88 Florida

★ The newest born from Riva and Officina
Italiana Design is the first yacht that can
claim to be a true convertible. Fully
automated, the roof lifts up, slides forward
and fits neatly on the foredeck to
transform the yacht into a dayboat. A
modern, streamlined interior ensures the
great style carries through to the cabins
and saloon. And she can reach 38.5 knots.

Details

- Length 26.7mBuilder Riva
- Exterior and

interior design Officina Italiana Design



world debut

Marlow ME 88

The ME 88 has an LOA of nearly 28 metres, including the swim platform. She is the latest entry in the explorer series that Marlow builds in Xiamen, China, and she is also one of the quickest. Built in composite, this yacht – with open flybridge and comfortable accommodation for eight guests plus crew – is expected to cruise at about 30 knots with moderate load.



Details

- Length 28.3mBuilderMarlow Yachts
- Exterior and Interior
 Design
 Marlow Yachts

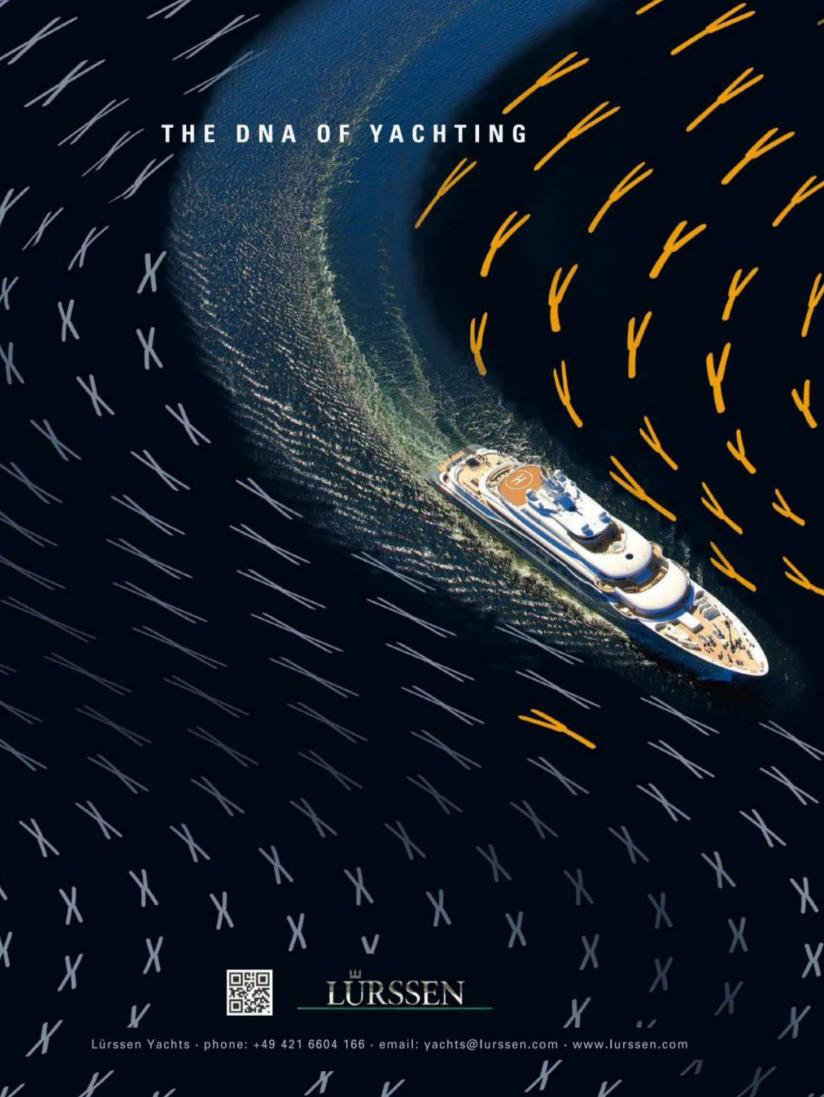


Details

- •Length 24.92m
- Builder
- Astondoa
- Exterior design Astondoa Group
- Astondoa Group
- Interior design Cristiano Gatto

Astondoa 80 GLX

The 80 GLX exemplifies a new direction for Astondoa, with more modern and edgy styling than recent models. The designer behind the new look is Cristiano Gatto, winner of a 2014 ShowBoats Design Award for his work on the Cosmo Explorer *I-Nova*. Each yacht has a custom interior built in-house at the Spanish yard's advanced carpentry shop. Four cabins are below, and a smart superstructure design widens the flybridge aft to create a nice sunbathing area. The yacht has a top speed of around 33 knots.





Details

•Length 17m • Builder Zeelander Yachts Designer Cor D Rover/ Zeelander Design • Top speed 38 knots



Zeelander Z55

reading Equipped with Volvo Penta engines, pod drives and a dynamic positioning system, the Z55 promises speed and manoeuvrability. Quite a bit larger than the earlier Zeelanders, this yacht offers three cabins, including a full-beam master and a gyro stabiliser. Don't let her size fool you; this is a luxury yacht, just more compact than most.

Details

• Length 17m • Builder Wajer & Wajer • Designer Vripack • Top speed 47 knots

Wajer 38 S

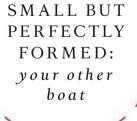
this family owned Dutch yard has designs on the US market. Last year, it opened a Fort Lauderdale office and this year it unveils the first of its centre consoles. Equipped with twin 435hp Volvo Penta D6 engines, this elegant cruiser with room for up to 16 guests sprints at 47 knots. Ready to serve as tender to a superyacht, she comes with sturdy towing eyes.

Franck Muller 55

The first product of a collaboration between Swiss watchmaker Franck Muller and The Italian Sea Group, this 16.7 metre has just made its world debut in Monaco. It's built in composite with a hull in Kevlar and Aramat, and can be built in both open (to be featured at FLIBS) and hardtop versions. Volvo Penta 950 engines give a brisk 46-knot top speed.

Details

• Length 16.5m · Shipyard The Italian Sea Group Designer Franck Muller Top speed 35 knots (half load)



Otam 58

* Otam started as a subcontractor, building hulls for the European clients of renowned Miami-based Magnum Yachts. A few years ago, it applied its knowledge in go-fast hulls to its own line of yachts. A highly customised Otam 58 with hardtop was delivered last year as tender to the Heesen Crazy Me. Dubbed Crazy Too, the boat is equipped with up-to-the-minute technology and its top speed is an exhilarating 55 knots. Another Otam 58 HT makes its debut at FLIBS.



Details

- •Length 18.7m
- Builder Otam
- Designer Otam
- Top speed 55 knots





Catch the racing bug

Albert Büll first participated in the Loro Piana Superyacht Regatta in 2010. This year his 45 metre Saudade won the Loro Piana Prize. The delighted owner explains the allure of the competition – and the vibrant social scene, too

s an entrepreneur and partner in the B&L Group, Albert Büll is no stranger to the concept of perfection. His real estate and property development business is testament to the years he has spent practising the art of fine-tuning. It's a principle that he has applied to

his other passion – sailing, and in particular to big boat racing.

His yacht, the Bill Tripp-designed 45 metre *Saudade*, is that perfect compromise between luxurious cruiser and consistent performance racer and Büll, who took delivery of the yacht in 2008, was quick to embrace her potential. "I first took part in the Loro Piana Superyacht Regatta in 2010," he says, "and I have competed in five since then, including four in Sardinia and one in the Caribbean."

At the Loro Piana regatta in Sardinia in June 2015, his persistence finally paid off. After "Many things came together to make it a great regatta for Saudade"



a thrilling contest between old rivals and new friends under a new rating system, *Saudade* pipped fellow regatta veteran *Ganesha* to take not only the Class win, but the overall prize as well. "I am very happy," smiles Büll. "Many things came together for us at that event. Onboard systems,

teamwork, strategy and sail handling all combined to make it a great regatta for *Saudade*."

That the Loro Piana regattas keep drawing Büll back speaks as much about the events themselves as about Büll's determination to win the ultimate prize – overall victory. His drive for perfection is mirrored in the ethos of Loro Piana – an Italian enterprise that has defined excellence in raw materials, fabrics and finished products since its foundation at the start of the 19th century. The Loro Piana family, too, has applied its principles to the regattas that bear its name. With their passion for sailing and racing





La Maddalena and the islands to the north of Sardinia provide a spectacular backdrop for the Loro Piana Superyacht Regatta

– they are always present as a competitor as well as the hosts – there is an intrinsic family feel that pervades the event in Sardinia. The location helps, too, of course.

"The Yacht Club Costa Smeralda is one of the great yacht clubs in the world," Büll explains, "and to sail in the area is challenging and interesting.

Just the fact that the event is held at the YCCS is a great drawcard in itself."

The Loro Piana Superyacht Regatta is more than just a chance to enjoy action on the water, however, and great emphasis is placed on the "For those who are thinking about taking their first tentative steps into superyacht regattas... Just do it. You'll enjoy it"

social scene. This is an event with a warm and friendly feel, where old acquaintances can be renewed and new friends can be made – all against the comfortable and welcoming backdrop of the yacht club and the Loro Piana company. "The social events are very nice," Büll enthuses. "This year, the entertainment by singer/songwriter Delta Goodrem on two nights was fantastic. The Loro Piana Owners' Dinner at the YCCS clubhouse was excellent and the beach party at Phi Beach, with the sun setting over the horizon, was great. It helps that the weather was perfect, as it often is in the Costa Smeralda area."

Büll may be considered a regatta veteran by now, but his passion and enthusiasm are as strong as ever. And for those who are thinking about taking their first tentative steps into superyacht regattas, Büll has some sound advice. "Just do it," he states. "You will enjoy it. Even though the competition and the racing can be strong, the start format allows for near-novice teams to compete. The racecourses are spectacular and the racing rules provide very safe conditions for all competitors. The race organisers provide enough excitement for the experienced racing yachtsman as well as for someone wanting to try superyacht racing for the first time." Sounds perfect, doesn't it?

Get the look

Our pick of iconic Loro Piana pieces





BOAT LIFE

WATCHES, DESIGN HEROES, STYLE, BEAUTY, SPEED, WINE & GADGETS



This Month: the man who made board shorts grow up, the best shoe brand you've never heard of, and the world's biggest tablet

The story behind the picture



un-hazed in the Bahamian heat and clutching a glass of something cool, supermodel Carmen Dell'Orefice could be scanning the dock for her errant captain in this 1959 shot for British *Vogue* magazine by the late, great Norman Parkinson.

It is hard to appreciate today, when high-end fashion shoots almost always take place in glamorous locations, but informal images such as this were a fresh phenomenon in the 1950s.

Parkinson was instrumental in effecting the evolution from staid studio shoots to outdoor photography that displayed not only the clothes but the people living in them. He recognised that, when it comes to haute couture, what you are really buying is the lifestyle.

Since this image was taken Dell'Orefice has earned herself a few pages in fashion history, too. The American first appeared on a *Vogue* cover at the age of 15, in 1946, was the cover star of US *Vogue* the next year and was a muse to Salvador Dalí, but her most remarkable achievement is to have subverted the traditional trajectory of a modelling career.

She first retired shortly after this photo was taken, but returned to work in the late 1970s and now, aged 84, is a regular on the catwalk and in glossy fashion rags. Her revival has been such that she has had more magazine covers during the past 25 years than in the rest of her career. Like Parkinson's photographs – and, indeed, the sexy little motor boat she's standing on in this image – Dell'Orefice is a classic.



A shorts story

Once upon a time men's swimwear was a scruffy urchin. Now it's all grown up and Adam Brown is definitely the hero. Luke Leitch meets the man behind Orlebar Brown

afe on land-locked Westbourne
Grove in west London, Adam Brown
contemplates his Americano, then
confesses. "I am not a natural yachtsman.
I've always loved the sea and I surf a lot, most
often in Cornwall. But I'll never forget learning
to sail as a schoolboy in the Solent: that misery
of having to capsize, again and again and again,
in the freezing water. They thought it was
character-forming, I suppose."

In a way, though, his teachers were correct: the experience formed Brown's keenness to avoid any chance of repeated dousings. This is ironic given that today his name – or at least half of it – can be found aboard many of the ocean's finest craft, stitched into the clothing worn by crew and guests alike.

The idea for Orlebar Brown (OB) washed into Brown's consciousness while on holiday, by a pool, in Rajasthan in 2005. He noticed that when the time came to migrate from

poolside to bar, the men were hopelessly illequipped to navigate the transition in style. "We all looked a bit of a wreck," Brown recalls. "It was garish board shorts, mostly – just not grown up. The women were dressed terribly well by comparison. And I realised that there was nothing to swim in that could take you respectably into a restaurant, or a bar."

The result, after two years of research, re-mortgaging and crossed fingers, was a new type of swimming short: robustly constructed of 17 pieces that include a fourpart waistband and the side fasteners that have since become emblematic of the style. Emblematic? Absolutely: these London-made polyamide swim shorts in three lengths – recently increased to four – have become the foundation of one of the fastest-growing British clothing labels of recent years.

Brown, who had previously toiled as a freelance photographer, became OB's sole



captain after his early backer, a lawyer named Julia Simpson-Orlebar, exited the choppy waters of fashion start-ups.

Today OB has a reach that stretches far beyond poolside, boat and beach. It encompasses womenswear and its Griffon chino is, I reckon, one of the top three casual men's trousers on the market (the secret's in the cut, plus it has those side-fasteners). And yet, despite this increasingly broad offering of landlubber clobber, what defines OB is its articulation of a sophisticatedly stylish relationship between man, woman and water.

Brown coalesced his old profession with the new by creating fastidiously seamed photoprint versions of his trademark shorts – called Editions – many of which feature images of Riviera marinas, palm-accented Caribbean

vistas or back-in-the day Miami Beach clubs. He aims to bring a contemporary propriety to the life aquatic. "Some of that came from my grandfather," he says. "One of the photographs that helped me sketch the identity of Orlebar Brown was taken of my grandfather messing about on a boat in the

harbour in Hong Kong. He was wearing a terry towelling shirt – they're wonderful things – and he was part of that weekend culture of going out on a friend's boat and combining his social life with his sailing life."

With the proviso that it's not in the Solent and the chance of a cold bath is minimal, Brown loves watching life on board. Once there, he is a keen observer of cut and jib. "I'm certainly partial to spending time on [boats] whenever a friend is kind enough to invite me. I was on a boat at Christmas in the Caribbean. We were picked up by this RIB and the crew looked so chic that I felt absolutely shabby by comparison."

Brown says his company "is often asked to produce uniforms for crew. And the question I ask myself whenever this happens is: 'If we become known as providers of kit for crews, will the guests want to wear Orlebar Brown, too?' And to be honest I'm not always sure they will". He is also surprised by the diversity of colour in which aspiring clients wish to

Above: the four lengths of OB's men's swim shorts are named after dogs. Right: the SSI5 shoot in the Balearics. Below: the brand's quarterly style guide

uniform their crews. "Boats almost become brands. The people who run them are looking for ways to further their brand – and clothing is a straightforward way of doing that. There is navy and white, of course – the starting point for any nautical colour scheme – but now black is becoming very popular for crew kit and we've had requests for orange and grey. There seems to be a growing demand that the simplicity of urban life is reflected on a boat: chic, pareddown clothes."

More frequently than it provides crew uniform, Orlebar Brown will accept special

commissions for guests. "We have been asked to put images of a particular yacht on a run of shorts, which are then given as gifts to guests on board. And we are happy to do that - we've done it a few times now. That

photography element is something I really like, and the discovery of

one-off images that are used in a limited edition. The result is a sign of membership."

Orlebar Brown is sold in its own shops and department stores around the world, but has four main retail yacht-spots. "There's Cannes, Saint-Tropez, East

Hampton – although you don't quite have that superyacht mentality there – and we have just opened in Knokke, which is like the Hamptons of Belgium. The polo shirts and the swim shorts do especially well in those places, but so do the lightweight jackets and the rash vests, too. People especially like rash vests. I think that's because you can wear them in and out of the water (maybe if you are windsurfing off the boat); they stop you from getting sunburnt and they look quite sexy, too."

The only incongruous element in Brown's rise to outfitter to so many have-yachts is that he doesn't have one himself. Soon, I suspect, he might well be in the position to succumb.



Orlebar Brown

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OB Editions celebrate, among others, the

photography of Slim Aarons. Here is his 1976 shot of the Hotel du Cap-Eden-Roc. Antibes

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The light fantastic

Take a trip in a feather-like Zenos sports car and you won't know whether to hit the road or the track, says Simon de Burton



fyou're a boat owner you'll know all about making a big effort to have a lot of fun, especially if it means getting from A to B in the process. Well, you can't have much more fun – even if it's somewhat impractical fun – than with the two sports car models currently available from the fledgeling marque Zenos.

Zenos was founded in 2013 with the aim of bringing something new to the increasingly popular area of the market populated by cars that are sufficiently extreme to perform brilliantly on a race track, but which are also designed for use on the road. It's an idea that was first expressed by Colin Chapman with the introduction of the Lotus Seven in the late 1950s.

But the automotive business has come a long way since then, notably in the use of strong, lightweight materials similar to those seen in yacht building: carbon fibre, Kevlar, titanium and so on. There is also the "optimisation"

that now makes it possible to extract previously unheard of amounts of power from relatively small engines.

There are already quite a few such cars to choose from in the track/road sector, yet the Norfolk-built Zenos seems to be attracting more than its fair share of praise and attention. This is because it doesn't cost the earth, looks great and really lives up to its promise.

It helps that Zenos was set up by two men with extensive experience in the lightweight sports car arena. Ansar Ali

was CEO of Caterham Cars and general manager of Lotus, while Mark Edwards was also a Lotus and Caterham executive.

The pair set out to design the Zenos from the outside in, by building the car around the driver. As a result, it features an anodised aluminium backbone surrounded by

a stiff, light tub made from recycled carbon fibre. Specialist components such as Bilstein suspension, OZ wheels and Alcon brakes have been used throughout to ensure top performance, while the car's strength and light weight – combined with the use of standard, "mid-rear"-mounted Ford engines – means it should remain reliable, simple to maintain and easy to repair.

There's a choice of two tried-and-tested power units: the entry level E10 ($see\ below$) and an even more exhilarating S version, which reaches 150mph thanks to its turbocharged Ford EcoBoost engine. The E10S costs £5,000 more, at £29,995, and those prices can quickly edge up with the addition of optional extras such as six-speed transmission, extra-light composite seats, up-rated brakes and suspension, and custom colours. If you want to use your Zenos on the track more than on the road, you can also specify a competition steering rack, a sports exhaust, plumbed-in

fire extinguisher and ignition cut-out.

But if you just want a car for the sheer fun of driving, the basic E10 with no extras at all won't disappoint. Although, if you find yourself caught short during a typical British summer's day, there is one extra you might wish you had ordered: the so-called "get home" weather hood.

▶ Zenos E10

Top speed: 135mph **0-60:** 4.5 sec **Power:** 200bhp Weight: 700kg Cost: from £24,995 zenoscars.com

The name is Martin, Aston Martin

With all things James Bond to the fore with the release of Spectre, Aston Martin has come up with a potentially collectable version of its new DB9 GT, dedicated to the world's most famous secret agent. Celebrating the 51-year association between Aston and the makers of the Bond films (Sean Connery's 007 first drove a DB5 in 1964 in Goldfinger), the "Bond Edition" is based on the most powerful variant of the DB9 to date. The GT boasts 547 horsepower from its six-litre, V12 engine and offers a top speed of 183mph. Limited to 150 examples worldwide, the car features a subtly restyled exterior and a host of trim, equipment and accessory extras, including Spectre silver paintwork. Buyers also get a Globe-Trotter trolley case and an Omega Seamaster Agua Terra 150M James **Bond limited-edition** watch, with a unique

Trotter trolley case and an Omega Seamaster
Aqua Terra 150M James
Bond limited-edition
watch, with a unique
Aston Martin strap (see our feature about James
Bond timepieces on p77).
Only time will tell
whether the Bond
Edition cars represent
a good investment at
£165,000 (£25,000 more
than the standard DB9
GT) but it's probably
safe to say that none will
exceed the £2.9 million
realised by one of the
two DB5s that featured



in Goldfinger.

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BOAT LIFE

Watches

As Spectre is released this month, Simon de **Burton** admires Bond's watch, the latest in a long line of clever arm candy



harp-eyed cinema goers should easily be able to clock 007's latest wrist wear during its several appearances in the latest Bond film, Spectre: it's an Omega Seamaster 300 on a special, black and grey-striped NATO-style strap. And, for the first time during Omega's 20-year role as James Bond's official watchmaker, it is possible to buy an exact replica of the model worn in the film in the form of the £4,785 special edition you see pictured above, which will be made in a "limited" edition of 7,007 examples.

Alternatively, Omega will also sell you one of 15,007 £4,630 Seamaster Aqua Terra models with the Bond coat of arms on the dial, also marketed alongside Spectre, the seventh 007 film for which the Swiss maker has made a special edition since 2002's Die Another Day.

Before Omega climbed aboard, the cinematic Bond wore a range of makes including Gruen, Breitling, Casio, TAG Heuer and Rolex.

In Ian Fleming's novels, the most unusual thing 007 did with a watch was to kill an enemy guard with his Rolex Submariner by using it as a knuckleduster in On Her Majesty's Secret Service. As well as a BMW, Pierce

But when Bond's Aston Martin DB5 with its ejector seat, rocket launchers and revolving number plates became almost as much a star of 1964's Goldfinger as Sean Connery (equipped with a standard Rolex

films quickly saw that gadgets were a hit with audiences.

As a result Q Branch was put to work modifying one watch after another, and trick timepieces became as integral to the films as outlandish vehicles and superhuman villains. In Thunderball (1965), Q provides Bond with a Breitling Top Time which doubles as a Geiger counter and, in Live and Let Die (1973), 007, now played by Roger Moore, sports a Pulsar, one of the world's

Q soon re-equips him with a Rolex, however, this time neatly modified with a "hyper-intensified magnetic field" for bullet deflecting and a bezel that doubles as a buzz saw. Four years later in *The Spy Who Loved Me*, Moore

> wears a Seiko with a built-in teleprinter, while Moonraker (1979) sees the same model return as the hiding place for a small quantity of a powerful explosive that 007 detonates via one of the pushpieces on the watch case.

Seiko watches reigned supreme through the 1980s, doubling up as, among other devices, a radio receiver (For Your Eyes Only (1981)) and a miniature TV and homing

device (Octopussy (1983)). As well as a new BMW, Pierce Brosnan as 007 in Goldeneye got a new BMW and laser-beam cutter and explosive detonator. And the rest, as they say, is horological history... 3

Submariner reference 6538) the producers of the 007

first commercially available quartz digital watches.

an Omega Seamaster complete with

Bond watches at auction

When Roger Moore's 007 was left tethered to a gantry above a pool full of sharks in Live and Let Die he simply sliced through the ropes with the buzz-saw bezel of his Rolex Submariner. It was among the lots at a James Bond auction in 1998 where it fetched £21.850 - but crossed the block again in 2011, this time making a profitable €200,402. Almost more impressive was the Breitling Top Time (pictured below) picked up for £25 at a car boot sale: this turned out to be the original watch worn by Sean Connery as 007 in Thunderball. Bond buffs will recall that the storyline sent the agent on a mission to find two atomic bombs stolen by SPECTRE, a good reason for Q Branch to equip the Breitling with a Geiger counter. The 1962 watch was the first to be modified by Q and his team, and it went on to fetch £103.875 at Christie's in 2013. The most expensive film-worn Bond watch to date, however, is the Seamaster Planet Ocean worn by Daniel Craig in the opening sequence of Casino Royale, released in 2006. Sold caked in "original" mud from the film set, it fetched €228,880, while the Seamaster 300M dive chronometer he receives after becoming "licensed to kill" made €64,760.



Brosnan's 007 had an

Omega Seamaster with

laser-beam cutter and

explosive detonator





BOAT LIFE

Left to right, as previous spread



Patek Philippe Calatrava

The original Calatrava appeared in 1932, inspired by the "form and function" principle of Bauhaus. It remains the quintessential dress watch: despite its lack of adornment, it speaks volumes for the horological understanding of its wearer. The Calatrava range is available only in precious metal, with the 5227G version pictured here being made from white gold and fitted with an "officer" case back, which hinges open to reveal the sapphire crystal protecting the beautiful self-winding movement. £22,820, patek.com



Chaumet Dandy Arty Edition XL

Launched in 2003, Chaumet's classic-looking Dandy is often cited as a benchmark of dress watch perfection. The distinctive, cushion-shaped Dandy case has been home to numerous dial configurations and various types of movement, but one of the most appealing is this asymmetrical version. It measures 40mm in diameter and has a case top made from black, metallised sapphire crystal. Behind the sunray pattern dial lies a nicely decorated, self-winding movement. £6,840, chaumet.com



Van Cleef δ Arpels Pierre Arpels

Pierre Arpels watches are direct descendants of an original one-off piece designed by Pierre Arpels in 1949 for his own everyday use. The modern 42mm and 38mm versions are exceptionally elegant, with their unusual strap lugs, diamond set crowns and simple dials. The beautifully slim case contains a hand-wound movement by Piaget. It is available in platinum (pictured) and in gold. £18,800 (38mm); £21,300 (42mm). vancleefarpels.com



De Grisogono Retro No.4

Fawaz Gruosi, the founder of De Grisogono, made his name in jewellery during the mid1990s by making unfashionable black diamonds fashionable. In 2000 he expanded into watches with his Numero Uno design. It has been followed by unusual and innovative pieces, including the Retro No.4 dress watch that features a 50mm x 44mm case with curved sapphire crystals at the front and back. Dials can be had in black, off-white or an unusual "graded green". £20,000, degrisogono.com



Rolex Cellini Time

Rolex created this line of dress watches in the 1960s in tribute to the Renaissance goldsmith Benvenuto Cellini. All Cellinis are made from gold and are available with date and dual time functions, or in the pure and simple Time version shown here. The 39mm case offers a flawless finish and the dial is layered with a thick coating of lacquer that provides a deep, lustrous shine. Behind it rests a Rolex-manufactured self-winding movement that is chronometercertified for accuracy. £10,150, rolex.com



TAG Heuer Carrera Calibre 5 Day-Date

TAG Heuer's first Carrera watch appeared in 1963. Named after the Carrera Panamericana cross-Mexico car race, it's a classic driver's watch. But non-chronograph versions, such as the Calibre 5 pictured here, make the Carrera entirely appropriate for evening wear. This model houses a self-winding movement with day-date function in a 41mm steel case and can be had with a blue, black or silver dial, with optional gold-plated markings. £2,295, tagheuer.com

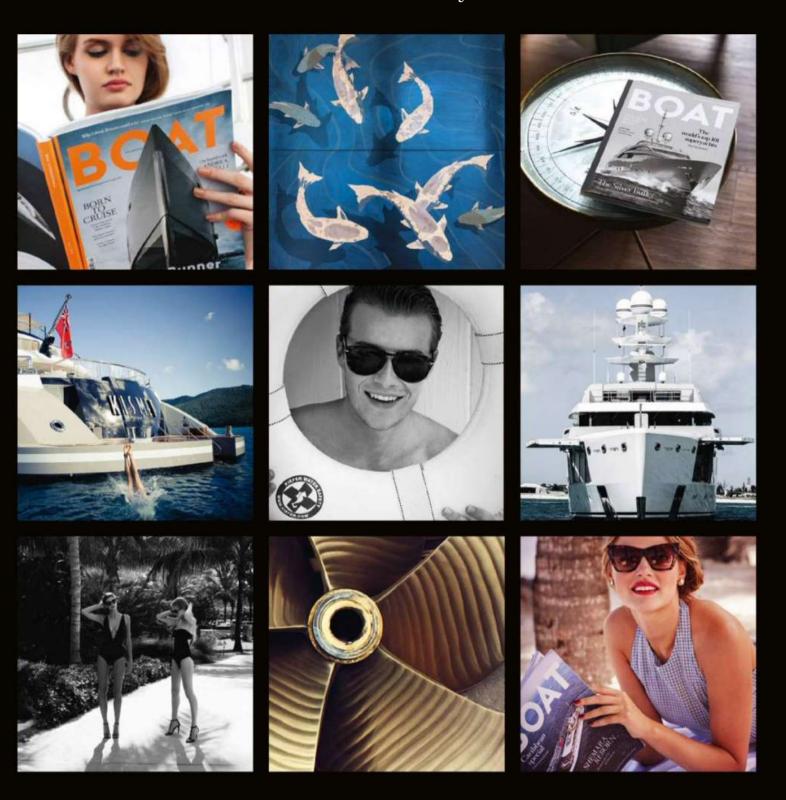


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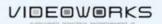
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Gadgets

TAKE ONE TABLET...

Hugo Rifkind swallows his fear and tries Panasonic's simply enormous new ToughPad

The Panasonic ToughPad UT-MA6 is a big tablet. It is, no really, four times the size of an iPad Air (see the two together, above). Four times. You know the new, bigger, iPad Pro they're bringing out? Half the size of this. It is – and there's really no other way of saying this – very, very big. And so what I wanted to do, for the brief time I had it, was take it on the London Underground. During rush hour. Ruining everybody's morning. Like those guys who read the Daily Telegraph.

I didn't, obviously. You might as well carry around a flat-screen telly. Although in fairness, this does not pretend to be that sort of tablet. Nobody is going to pack this in hand luggage, or pass it over their shoulder for the kids to play with in the car. It's not quite even a tablet at all. Technically it is a touchscreen PC. It runs Windows and does all the things you'd expect a Windows PC to do.

Designers and architects are mad keen on these, I gather, sketching away with the (not included) touch pen. I can see the appeal of that. Put it flat on a sideboard or coffee table and you feel not unlike a spaceship commander, or perhaps Tom Cruise in *Minority Report*, swiping windows and pages left and right. I could

fit four whole pages of my current book on screen at one time. It's a pleasant, strangely old-fashioned way of working.

As gadgets go, though, it's not perfect. Windows 8 is simply not very well suited to your fingertips, particularly if you are used to the more simple and intuitive tabloid interface of Apple or Android. You end up doing a lot of poking and scratching with your fingernails. Plus, it has a mighty roaring fan that starts up from time to time, which doesn't half get you into trouble with your wife when you've wrestled the thing into bed in the night to check Twitter.

Still, you can't fault the gorgeous screen, or the rugged build. For me, it worked best as a fairly traditional computer, propped up on my desk with a wireless keyboard and mouse hooked up, doing bits of touch when I felt like it. Used thusly, you experience a frisson of utilitarian delight every time you need to share some work, and can simply pick the thing up and hand it over. Just don't drop it on your foot.

Panasonic ToughPad UT-MA6, £4,067 + VAT, business.panasonic.uk Hugo Rifkind is a columnist for The Times

THE LARGEST YACHT SHOW IN MIAMI BEACH



NEW FOR 2016: ISLAND GARDENS MARINA



The Miami Beach Yacht Show, produced in cooperation by Show Management and the Florida Yacht Brokers Association, is expanding its footprint on Collins Avenue to accommodate more exhibitors as well as adding a gorgeous new location at Island Gardens Marina on Watson Island to accommodate deep draft vessels up to 500'. Island Gardens Marina, located on the MacArthur Causeway, will feature an impressive lineup of super yachts amidst the Miami skyline with entertainment, parking and transportation to and from the Collins Avenue show location.

HIGHLIGHTS OF THE MIAMI BEACH YACHT SHOW FOR 2016

- Expansion of Collins Avenue to the north with new exhibitors
- Island Gardens Marina, a deep water basin for superyachts and sailing vessels.
- Conveniently located in the heart of South Beach among the fantastic restaurants, hotels, and shops
- Plenty of beach hotel options through BoatShowHotels.com
- Restaurant concierge service
- On site music and entertainment
- New cocktail and dining experiences on the floating displays
- · New parking location options
- Valet Service in multiple locations
- Free transportation between
 Collins Avenue and Island Gardens
- Free water taxi service to multiple points of the show
- · Luxury restroom facilities
- · Remains free to all attendees!









Edited by - Henry Farrar-Hockley

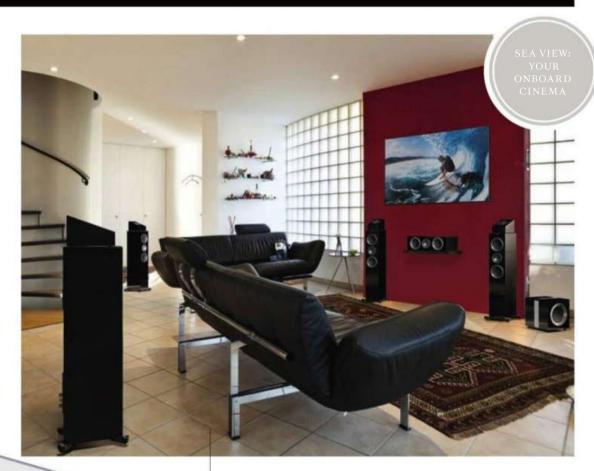
Gadgets

TECH FOR YOUR DECK

#01

LENOVO TAB 2 A10

To prove that you don't need to be front and centre in your own private screening room to experience the latest Hollywood sound innovation, Lenovo has thoughtfully integrated Dolby's Cinematic Moving Audio - a sort of virtual Dolby Atmos (see right) - into this 10in-screen Android tablet. It's by no means as good as the real thing, but is more than enough to keep you entertained away from home. From £200, lenovo.com



#02

DOLBY ATMOS KEF R50

The latest multiplex technology to make waves in onboard cinema is Dolby Atmos, a new audio format that employs up-firing speakers to create a more three-dimensional effect. In short, it's not so much surround-sound as a 360-degree wraparound sound. Adding to its excellent R series family is KEF's new R50 speaker, a custom ceiling-facing design that brings the Atmos to even the largest of personal cinema rooms. £600 per pair, kef.com

#03

DENON AVR-X7200WA

As well as boasting the all-important Dolby credentials (and a range of speaker configurations), this bleeding-edge receiver can muster up to 11 channels and is rated at a boat-rocking 150W. Its connectivity chops are too numerous to list, but suffice it to say this Denon flagship is resolutely future-proof, with full hard-wired and wireless options. £2,499, denon.co.uk

LIFE

BOAT

The best binoculars: boatinternational. com/bestbinoculars

LEICA ULTRAVID 8x32 EDITION ZAGATO

What happens when a legendary
German optics specialist and iconic
Italian motoring atelier join forces? Only
(arguably) the most stylish binoculars
ever conceived. Besides containing
Leica's benchmark glassware, these
limited edition Ultravids are crafted
from milled aluminium to create
an unusual grooved pattern, their front
lenses capped with two red anodised
discs bearing the Zagato name.
£2,465, uk.leica-camera.com



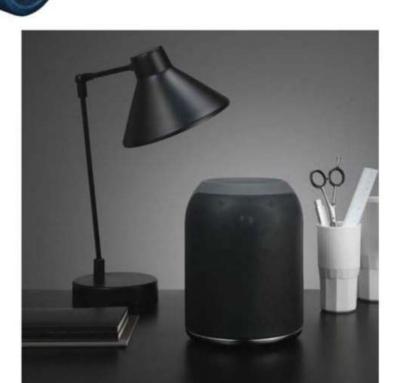


SWAROVSKI OPTIK CL POLARIS

Designed with the sea in mind, these 500g binoculars are not just water- and shock-resistant but benefit from an impressively expansive field of view of at least 124 metres. Available in either 8x or 10x magnifications, the Polaris also features a high-quality transmission that all but guarantees a bright, crystal-clear vista, whatever the conditions. The bespoke storage case is designed to float, naturally. From £1,050, swarovskioptik.com



Logic would dictate that a world-famous nightclub approaching its 25th anniversary might know a thing or two about sound engineering, hence the launch of the Ministry's eponymous speaker range. As well as displaying laudable design and build-quality credentials, the Audio M Plus is a superb sounding wireless boom-box with a novel twist: at the touch of a button you can live-stream the DJ set direct from the London club to your boat, each and every weekend. Glow sticks at the ready. £200, ministryofsound.com



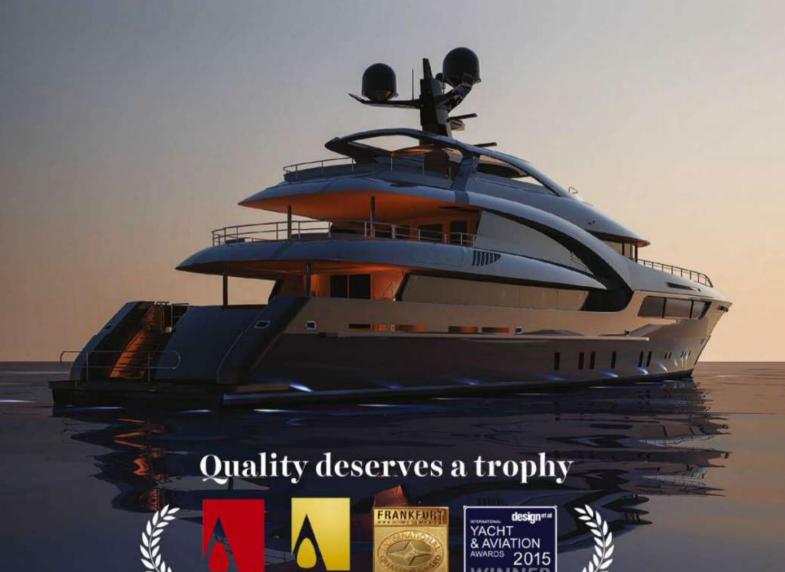


Loewe should be commended for taking its time when others have striven for "world first" billing, and this wall-swallowing screen is testament to the German TV maker's unstinting perfectionism. Hence, while this is by no means the first ultra-high-def 85in design of its kind, it's undoubtedly one of the best, managing to cram a powerful eight-speaker sound-bar and 1TB hard drive into its sleek aluminium frame. From £15,000, loewe.tv



SARPYACHT

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International The Arch Of Europe Quality Gold Award 2015 For Quality & Technology - Design Et Al International Yacht & Aviation 2015 Winner in Yacht Concept Over 40m

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Sand-out performers

Robert Johnston dresses for a beach party - and keeps his cool



LEATHER SNEAKERS

The Air Force 1 has been produced in about

2,000 colour variations since its release in 1982, but this classic white design with embossed stars is perfect for partying in true stealth style. £75, nike.com

TUX TURNBULL & ASSER

This season T&A's creative director took his inspiration from the gaming table and the results are, well, ace. Team it with an appropriately named Casino Royale dress shirt for

some classic Bond style. £1.450. turnbullandasser.co.uk



SCARF

Dégradé – where colours shade into each other – is a big menswear trend for autumn winter. This Bottega Veneta is extremely fine wool, so light enough to be worn year-round £250, bottegaveneta.com Robert Johnston is style

PATENT LOAFERS

BURBERRY

Style gurus will tell you to avoid wearing suede in the evening, as the material can look dusty under artificial light. Instead, make a statement with these patent leather loafers that will look great whatever the illumination. £475, burberry.com

HOOK BRACELET

A growing number of men are after a little wrist action and the mangle (man bangle) has never been more popular. Founded in Miami, Miansai offers a wide

Miansai offers a wide range of styles of wraps and cuffs, many featuring nautical designs such as anchors or fish-hooks. \$75. mignsgi.com

BEE-PRINT SHIRT

DOLCE & GABBANA

Domenico and Stefano know a thing or two about throwing the best parties and how to look the part. This bee-print shirt looks as good dressed up as it does with denim – and is cut to make a dash. £455. dolcegabbana.if



VINTAGE SILK JACKET BY WALID

Walid al Damirji, a former creative director of Joseph, now has his own label. His hand-crafted clothes often include antique and vintage fabrics transformed into new "upcycled" pieces. He also co-owns London chocolatier Cocomaya.



one to watch

There is nothing nicer than being complimented on what you are wearing. A case in point is the pair of beautifully understated scotchgrain double-monk shoes by Maud O'Keeffe, which I wore for my wedding - and ever since. O'Keeffe is one of the best-kept secrets of the fashion world. She worked for Jean Paul Gaultier Alexander McQueen and Helmut Lang, before launching her brand of men's shoes. The look has been described as style over fashion and the range goes from elegant loafers to chunky distressed boots. Just wait for the



compliments to come in. okeeffe-shoes.com

Accessories all areas: four ways to smarten your day, and night



DUNHILL

The brand is famous for its contemporary take on classic British style and this Eight Tiebar is an exercise in elegant minimalism. £395. dunhill.com



FENDI

The bug-eyed Fendi Bag Bugs have been a fashion hit on everything from bags to blousons. Now they can get tough on your cuff, too. £215, fendi.com



CHARVET

Brighten up even the most sober suit with this polka-dot, silk-faille, flower-lapel pin that won't go and wilt on you. £90, mrporter.com



TATEOSSIAN

Kuwait-born Robert Tateossian is London's king of cufflinks, with a vast range, from the fun to precious stones. His Gold Leaf set is black-tie perfect. £150. tateossian.com

BOAT LIFE





BUILT BY

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94 BOAT LIFE



Spas with bottle

Do you like relaxing with a glass of your favourite vintage? Try a merlot massage. Jonathan Ray picks the world's best wine-inspired treatments

e all know that wine is good for us, in moderation of course.

Red wine, in particular, is full of antioxidants such as resveratrol and saponin, thought to help prevent heart attacks, strokes and cancer, and reduce levels of cholesterol.

So what could be better than combining wine with a pampering massage or spa treatment while cruising the Med on your superyacht? Moor up in Monaco's Port Hercules, for example, and head straight for the recently reopened and refurbished Thermes Marins Monte-Carlo. This luxurious spa, with views over the port, offers a sumptuous 90-minute Gold & Champagne treatment, which begins with a full body exfoliation using products that incorporate gold and caviar. A collagen wrap is then applied to lift and firm the body. This is followed by a soothing bath full of Champagne crystals and finished off with a relaxing massage by an expert therapist, leaving the skin firm and speckled with gold. All you need do is top it all off with a chilled glass of DP or Cristal.

Other superlative waterside spas include 43 The Spa at Hotel Arts Barcelona – with its vitality pool and sauna, and coastline views from the treatment rooms – and the new Six Senses on the banks of the River Douro in Portugal. Stay in Porto's revamped Douro Marina and head up river in your tender or by car or train to enjoy the spa's signature Complete Grape Rejuvenation antioxidant body treatment using grape pulp and grape-seed oil, plus a vineyard soak and scalp massage. Then fortify yourself in the Wine



WINEONOMICSHow to spend £10,000 on new releases

Burgundy is still unbeatable for price. Wine-Searcher's 2015 list of the world's top 50 most expensive wines has 40 Burgundies and two Bordeaux (Pétrus and Le Pin). Henri Jayer's Richebourg Grand Cru took the top slot, averaging £9,800 a bottle. For the same price you could buy...

1) 115 bottles of 2007 Masi Campolongo di Torbe, Amarone della Valpolicella, from Veneto, made with semi-dried grapes. At 16% vol, it's astonishingly concentrated with complex plum, damson and prune flavours. Only 1,100 cases of individually numbered bottles were made. waitrosecellar.com

2) 418 bottles of 2009 Domaine Glinavos "Vlahiko" from loannina, northwest Greece. Produced by the folk who built the 125m Maryah, this approachable red, with the freshness of Beaujolais and the softness of Rioja, proves that Greek wines are resolutely on the up. southernwineroads.com

Library with tapas, cheese, smoked hams and sausages paired with a selection of local wines.

Or don't bother to stray from Porto/Vila Nova de Gaia at all and stay at the Yeatman (winner of Best Accommodation 2015 in the International Wine Tourism Awards) and choose from such Caudalie Vinothérapie treatments as the Barrel Bath Experience, the Grape Marc Bath or the Red Wine Bath, while enjoying views over the Douro and Yeatman's vast collection of vintage ports and fine wines.

Caudalie made its name, of course, at Les Sources de Caudalie in the grounds of Château Smith Haut Lafitte 20 minutes from the city of Bordeaux. Here you can enjoy a Cabernet Sauvignon whirlpool bath ("pour la circulation sanguine"), a purifying Merlot Wrap, a slimming Crushed Cabernet Scrub, an exhilarating Wine Maker's Massage or a moisturising (to put it mildly) Pulp Friction Massage with Fresh Grapes.

For more conventional treatments, visit the Grand Hôtel de Bordeaux & Spa, then explore Bordeaux and its wines feeling rejuvenated.

If you can bear to leave your superyacht for slightly longer and don't mind somewhere a touch more landlocked, other spas for wine lovers include L'Albereta in Lombardy with its beautifully designed Espace Vitalité Henri Chenot and Chinese/Western biontology treatments, and Chataeux de Cîteaux in Meursault, in the heart of Burgundy, with its own walled vineyards and Spa Fruitithérapie.

As every masseuse will tell you, don't forget to drink plenty of fluids after your treatment. And this really ought to include wine, too.



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Man the washrooms

Olivia Falcon dives into tough new grooming products that are perfect for the seagoing male

or men high-rolling on the high seas, there's no time for a high-maintenance grooming routine. So thankfully some of this season's newest offerings have been designed with the hardy alpha male in mind.

First, power tools for deep cleansing.

Clinique For Men's new Charcoal Face Wash

(£18, clinique.co.uk) is a great pore purger that
should be lathered on to your skin with the brand's
dinky Sonic System Cleansing Brush (£79).

This brilliant gadget works a bit like an electric
toothbrush to slough off salt, sweat and sunscreen,
leaving skin prepped for a clean, close shave.

Razor at the ready? Might we recommend Acqua Di Parma's new Shaving Razor Fusion Proglide di Gillette (£240, acquadiparma.com). A thing of beauty, it's been crafted with water-resistant wengé wood and burnished brass. Use it

with the range's **Emollient Shaving Gel** (£24), a lavish foam with pomegranate oil to soothe redness and irritation.

For sensitive skin that needs extra TLC, Adam and Eve's Calming Lotion For Him (£22, adamandeveskincare.co.uk) is a powerhouse of plant extracts, vitamins and aloe



skin or reduces any breakouts.

After a hard night a quick dip
in the shower with Bamford Grooming

Department's Hand and Body Wash (£25,

bamford.co.uk) is just the ticket. It's a fresh take on the hair-of-the-dog remedy as it contains hops and oat extracts to detox skin. Follow this with **Anthony's Wake Up Call Treatment Gel** (£38, uk.spacenk.com); green tea, caffeine and menthol brightens and hydrates hungover skin.

Finally, autumn's new men's fragrance launches include Aramis Black (£62, boots.com), a crisp spritz of grapefruit, with a kick of cognac and black pepper; ideal for freshening up before you hit port. And, if you're looking for a sophisticated splash, Frederic Malle's Monsieur (£108, fredericmalle.com) channels old-school glamour with patchouli and rum-based notes and is inspired by great playboys of the past such as Gianni Agnelli – "the rake of the Riviera". Follow Olivia on Twitter: @oliviafalcon1

In your shower of need



Chanel
Allure Homme
Sport Refreshing
Shower Gel
Sicilian orange and
bracing green aquatic
notes make this the
perfect wake-up call.
£26. chanel.com



Molton Brown
Tobacco
Absolute Bath
and Shower Gel
A sexy, smoky blend
with cinnamon leaf oil,
honey and tabacco. It
warms the skin after
a cold day on deck.
£18, moltonbrown.
co.uk



Escentric
Molecules 01
Body Wash
This cult brand boasts
pheromone-enhancing
formulas, so test
its new body wash
on the sirens.
£20, liberty.co.uk

Go-to guys: four groomers and shakers

THE BEARD BOYS Murdock

Whether you're a hipster or City slicker, these barber shops (there are six branches across London, including at Liberty) have got it covered. They offer beard trims and grooming (hydration and nourishment is key – and don't comb your beard!).

Beard trim from £20, murdocklondon.com

THE MUSCLE MAN The Jameson Retreat

The jet-set swear by top personal trainer Harry Jameson, whose fitness retreats are designed to strip away stress and hone muscles at superyacht havens such as Verdura Resort in Sicily or One & Only Royal Mirage in Dubai (from early January 2016).

From £7,500, harryjameson.co.uk

THE WRINKLE BUSTER The Chairman's Workout

This feisty facial "exercises" the face with a series of vigorous massages that tone muscles and sculpt skin. There's also a satisfyingly deep sonic cleansing that drives anti-ageing serums into the skin, and beard conditioning for the hirsute.

£55, facegym.com

THE SOUL SOOTHER

Business Alchemy

Bringing a buzz to the boardroom, businessman Andrew Wallas, aka the Modern Day Wizard, works his magic with top CEOs and business leaders to tackle personal blocks, unite teams and transform the inner dynamics and energy flow of an organisation. From £3,000, business-alchemy.org



















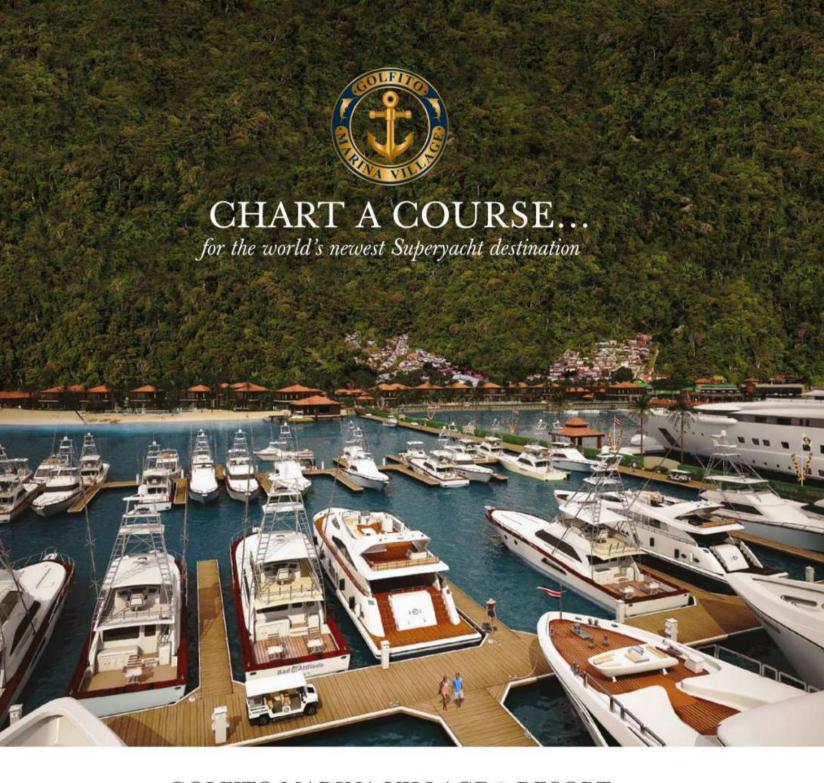






KXLIFE.CO.UK





GOLFITO MARINA VILLAGE & RESORT

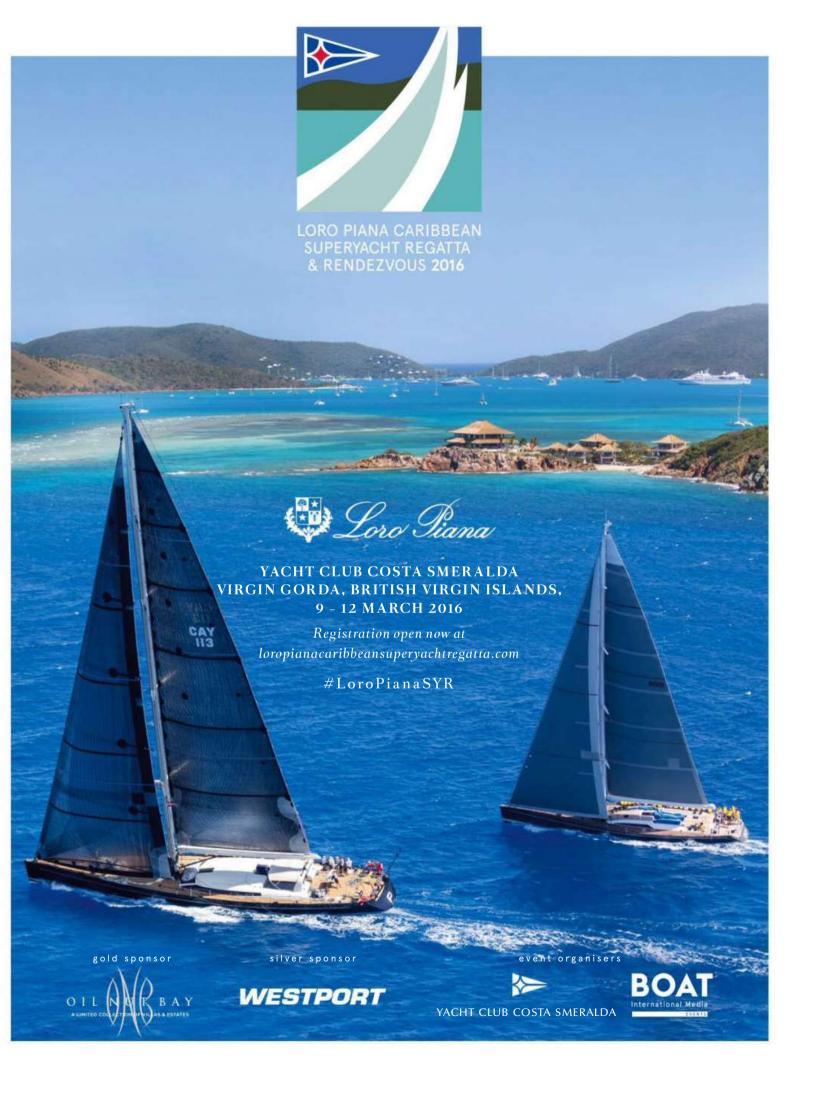
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OWNERS'CLUB

INSIDE THE LIVES - AND BOATS - OF OUR EXCLUSIVE GANG

Edited by - Stewart Campbell



This Month: how Leonardo Ferragamo meshed Italian flair and Finnish craft, missing a surfacing whale, and insider Antigua



I never leave home without...



This month
Guido Krass
Owner of SilverFast (77m)



I'm currently reading the travel diaries of Archduke Franz Ferdinand of Austra-Hungary. It's an amazing read, as he chronicles his trip around the world from 1982-93. Sadly,

I don't think it's available in English. My music choices on board are largely dictated by my children, and they're listening to a lot of deep house right now. I'm not one for fancy watches on the water. A simple, unbreakable Swatch is all I need.

I take my iPad absolutely everywhere. As a way of keeping in touch quickly and easily, nothing beats it.

My sunglasses are Ray-Ban Aviators. Love them.



The first thing I pack is actually a compass. Despite all the technology on board, I wouldn't feel right without it.

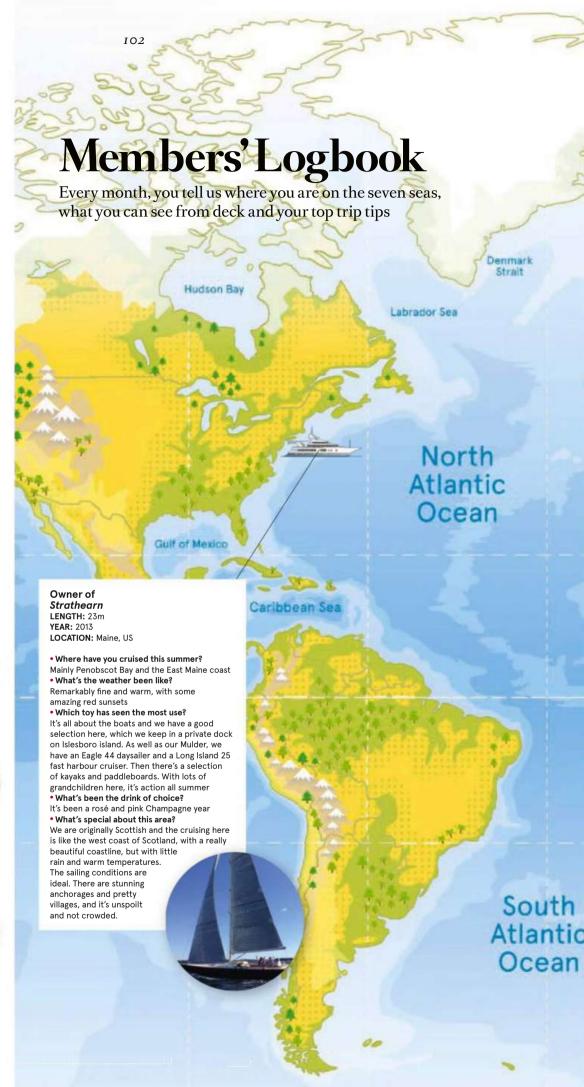
I forget to pack suncream - always. Luckily my crew have a good stash on board.

The first thing I do on board, no matter where I am, is jump into the sea. There's no better feeling of leaving your worries behind.

My onboard uniform largely consists of a Loro Piana T-shirt and shorts with a YCCS logo on them. I'm a loyal guy!

I most look forward to having a Moscow Mule sundowner with my wife, Maren.





Dr Alexander Rosa-Alscher

YACHT: Noga **LENGTH:** 27.65m YEAR: 2014 LOCATION: Cannes

• Where have you been cruising this summer?

We started in Malta, bound for Sicily, then headed to Golfo di Policastro, the Amalfi Coast, including Capri and Ischia, and eventually Costa Smeralda before Cannes

What was the highlight?

Syracuse, with its people, its noise, its history. Such a genuine place

• Did you make any discoveries?

We climbed Mount Etna and it was like being on another planet

· Which part of the boat did vou use most?

Our huge sundeck

• Which toy got the most use? All our inflatables: kavaks.

paddleboards and platform

Is there anything you would change? No, except we're now looking for a bigger boat!

• Did you go to the Monaco Yacht Show? Most definitely. All the boats and people you'll ever want to see are all in the same wonderful place. How easy is that?

Owner of Carolin IV LENGTH: 31m YFAR: 2016

LOCATION: Monfalcone, Italy

• Why did you decide to build a new boat?

After five years with my last flybridge yacht (28m), and nine years with GRP boats, I decided to start a new "boat life" with a displacement steel and aluminium yacht

When will she be launched?

May 2016

the dream

 What was your previous boat? An Amer 92 flybridge yacht

• You've gone for an explorer - where will you take her? If the first year goes well, then out of the Mediterranean and up to the Baltic and across to the Caribbean. That's

 How many weeks do you spend on board? In the past we've managed about 16 weeks a year, but

we're hoping this increases with the new boat

Where's your favourite place to cruise?

Until now it's been Croatia (pictured) and Greece, but with my new ambitions, we'll have to wait and see...



Black Sea

Mediterranean Sea

Owner of Vespucci **LENGTH:** 30.5m

YEAR: 1978 LOCATION: Barcelona

Where have you cruised this summer?

We took Vespucci from Catalonia to the wonderful lles d'Hvères near Toulon and then on to the Côte d'Azur where we stopped at Monaco. There we turned around and reversed our route. The trip was lovely and the weather perfect. I know it's not so adventurous but everything is close and the food's been good from the local markets

• What's been the highlight?

Definitely the diving around Port-Cros and surprisingly the diving off Cap Ferrat, which was packed full of sea life, even if the water was only 16 degrees. We can't leave out the new wakeboard and paddleboard either, which have kept everybody fit and the kids busy

• How's Vespucci been running?

Perfect. The old girl's been as reliable as ever and the winter works made her a lot easier to handle and much more comfortable inside. What's amazing, though, is that she's only been burning 85 litres an hour with both engines and a generator running. We never imagined that, for a 37-year-old boat with original engines!

Anv other adventures?

While I was cooking one evening the oven caught fire so we tried out the fire extinguishers. We got a bit carried away - the mess far outdid the fire damage. All fixed now and a new oven is on its way. We also narrowly missed a surfacing whale

Li Jian

YACHT: Maltese Falcon LENGTH: 88m

YEAR: 2006

LOCATION: Porto Cervo

Why did you decide to charter Maltese Falcon?

I've been aware of the boat for a long time, but the first time I saw her with my own eyes was at the Perini Navi Cup in 2013, when I was a guest on board Helios. The sight of her made me want to charter her during the Perini Navi Cup this year.

Have you done much racing in the past?

I've been racing around Southeast Asia for the past 17 years, taking part in various regattas. I've actually just built an Advanced 80 in Italy, but I will probably use it more for cruising than racing. I was part of the process throughout, from the design to the creation and launch. We're going to spend five years taking it around the world.

• Did you enjoy the Perini Navi Cup?

I enjoy taking part more than the results. The atmosphere there is very special. If I ever built a really big sailing superyacht, Perini would be my first choice.

 Where do you tend to cruise? In the summer, the Mediterranean and the Caribbean in winter. I'm a

master diver, so love being below the water, too.



28 TH Annual

SHOWBOATS INTERNATIONAL

Boys and Girls Clubs

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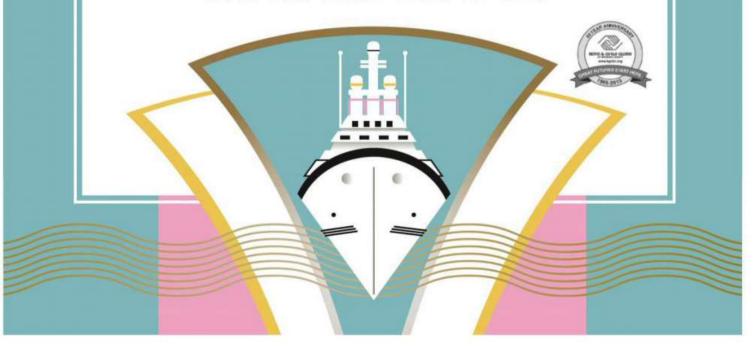
FISHER ISLAND, MIAMI

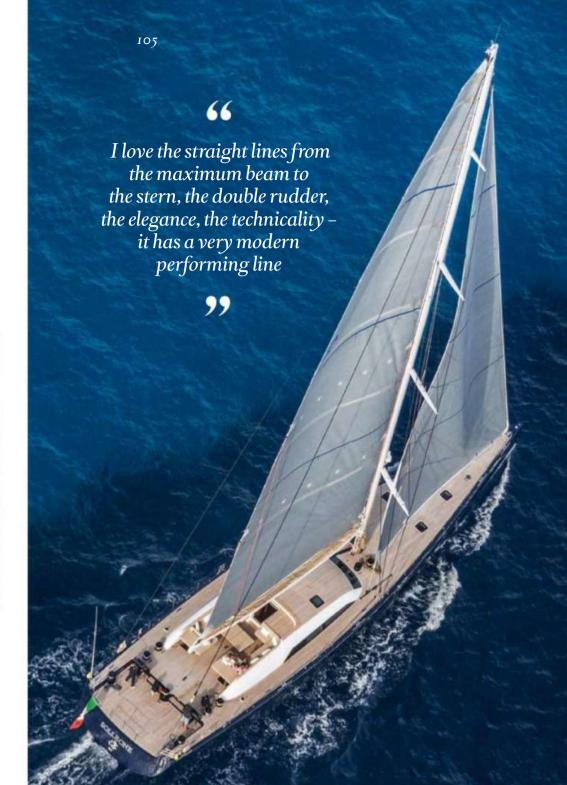
THURSDAY Yacht Hop Night

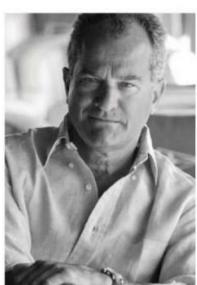
Friday Miami Vice Costume Ball

SATURDAY

'Moon Over Miami' Black Tie Gala







On board with LEONARDO FERRAGAMO

The well-heeled Italian talks shoes, sailing and his seventh Swan - the just-delivered Solleone with Sacha Bonsor and Stewart Campbell

OPPORTUNISM RUNS THICK IN THE FERRAGAMO FAMILY BLOOD. When the 1929 crash abruptly brought the United States to a halt, Salvatore, a young Italian who had been wooing Hollywood with his shoe-making skills, quietly packed his bags and returned home. A couple of years later, despite Mussolini's sanctions, his newly created "wedge shoe" – involving a heel made of solid cork – was so popular that it allowed him to buy parts of the Palazzo Spini Feroni, a majestic, medieval palace in the heart of Florence. No sooner had WWII ended than Salvatore's revolutionary metal stiletto heel and gold sandals took off – with a little help from Marilyn Monroe – enabling him to buy the whole Palazzo and, more crucially, symbolise Italy's return to life via what it had always done best: design.

 $The \ Palazzo \ has \ remained \ the \ Ferragamo \ HQ \ ever since, and \ design \ the \ bedrock \ of \ the \ family \ brand \ as \ it \ has \ grown \ through \ subsequent \ decades \ to \ include \ a \ diverse \ and \ ever-$



expanding portfolio of accessories, men's and women's wear, and hotels. The fifth of Salvatore's six children, Leonardo, 62, also has a passion for the sea – and for yacht-building.

Like his five siblings, Leonardo has devoted his life to the family business (they all remain shareholders) and held various senior roles, including taking charge of, and rapidly expanding, its men's shoes and leather goods empire.

He has also bought a controlling interest in the Finnish boatbuilder Nautor's Swan. By 2000, the avid sailor was the chief executive officer of Palazzo Feroni Finanziaria SpA, the holding company for the family's diverse businesses – and already owned two Swans. The chance to mix business and pleasure was, it seems, too good to miss.

We are sitting around a large table at Ferragamo HQ, an office that has become so big that the family had to buy the next door buildings as well. Ferragamo's heritage is never far from sight – giant frescos of shoes meet the eye on entering the lobby – but Leonardo's boat lair on the first floor is suffused with his passion for sailing, from the replica of a room-length Camper & Nicholsons painting of yachts on the Solent

has been building yachts at Pietarsaari, Finland since 1966. Above: the all-carbon 155S is its most modern yacht

(the original is housed in Leonardo's home: Nautor's Swan bought the company in 2001), to the model-sized Flying Dutchman on which Leonardo learnt to race, aged 15, and which he still owns.

This immaculately dressed CEO is fizzing with energy today, thanks to his excitement about his next meeting. After our interview he will fly to Porto Cervo to meet *Solleone*, his newest, boldest and most exciting yacht to date: his 115 Swan, delivered only weeks ago.

"This boat has a lot of meaning," he says.
"To me it represents the pinnacle of the Swan
production and is one of the most advanced
and well balanced Swans ever built. I love the
straight lines from the maximum beam to the

66

The first time I went to visit the yard in Finland, 10 years before my involvement in the business, I was amazed. This was not an industry but a conglomerate of craftsmen







Above, from left: Ferruccio, Wanda, Giovanna, Leonardo, Fulvia and James Ferragamo. Far left: Salvatore had many famous customers and created the Invisible Sandal (below) in 1947

Ferragamo owns hotels, too, including the Lungarno (right), which is situated on the river Arno in Florence



stern, the double rudder, the elegance, the technicality. It has a very modern performing line, but at the same time it retains the Swan elegance. I also think that the interiors are astonishingly beautiful."

As with all Leonardo's yachts – and the hotels that Ferragamo also owns, a division run by Leonardo's younger brother Massimo – Michele Bönan is the man to thank.

Leonardo initially came across him in the pages of Architectural Digest. "We started the hotel side of the business in 1996 due to a desire to extend the experience you get from Ferragamo fashion," says Leonardo. "So the design, obviously, had to be coherent with our lifestyle. At that time hotel design was very

repetitive, very beige, and we really wanted to create a feeling of home. Just as I do on my yachts. So that was when I started looking at lifestyle magazines and came across Michele, a fellow Florentine and an architect. So if you are looking for the feeling of Ferragamo at Nautor's Swan, you most likely find it in some of our interiors."

Solleone is Leonardo's seventh Swan, her name derived from merging his own name with those of his eldest two children, Maria Sole and Edoardo. She is the second-largest Swan yet built and the result of a two-year dream. His race boat, Cuordileone (Lionheart) is a Club Swan 42, its moniker a nod to the name of his third child, Ricardo. And his

fourth child, Martina? "Well, I have to sort that one out!"

It is not by chance, says *Solleone*'s owner, that she has been delivered the year before Nautor celebrates its 50th anniversary. "It represents the future and by that I am not just referring to its size. The mission has always been to bring this iconic brand into the third millennium, by building on Swan's philosophy – less revolution, more evolution.

"I came to the company with an immense respect for what they do. The first time I went to visit the yard in Finland was as an owner of my first Swan 51, 10 years before my involvement in the business, and I was amazed. This was not an industry but a conglomerate of craftsmen. They work with their hands, passing on their talent from generation to generation; these are the same families who built ships for some of the greatest navies in the world: the British, the Scandinavians. So I wanted to treasure that, and add strong direction, new skills only where gaps needed to be filled."

Fortunately for Leonardo – and for Nautor's Swan – this ability to treasure the old and keep it not just relevant but forward-thinking, was something that had been ingrained in him since childhood. "My father left his children with an amazing heritage – not just the name, but a tangible product, and 14,000 different shoes and sketches and silks, which are now housed in our museum and archives that we have always treasured and referred back to."



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Right: Leonardo is a keen racer with his Club Swan 42 Cuordileone, Below right: Scarlino yacht club in Tuscany is close to his favourite beach

QUICKFIRE

Leonardo Ferragamo

> **SPEED OR STYLE?** Style

IDEA OF LUXURY?

Self-fulfilment, and not being ostentatious

FIRST THING YOU PACK?

The magazine I want to read while travelling

FAVOURITE BEACH?

Scarlino in Tuscany

FAVOURITE CAR?

Electric Smart car

HOW MANY WATCHES?

120

FIRST BOATING MEMORY?

Racing against my brother in the Flying Dutchman

CHAUFFEUR OR CHEF?

I cannot use a chauffeur. Chef

The interior of the new Swan 115 is, in Leonardo's words. astonishingly beautiful



The skills and abilities at Ferragamo have also proved a very smart fit with this northern sensibility of craft, says Leonardo. "The Italians are all about marketing, style, elegance and aesthetics, but of course we share a love of yachting. We may not have been building navies but we have one of the most wonderful water basins in the world, so our attitudes were very complementary."

In every respect? "Well, aside from one," he smiles. "That of pride! Both the Italians and the Finns are full of pride. And when pride gets in the way, it becomes like a stone in the wheel!" He has therefore seen his role more as referee than CEO, carefully guiding the company to a turnover of €60 million. "The upside of pride," he says later, "is that it injects an extra energy to make something extra special, and better than anything else."

Although Salvatore was not a boating man, Leonardo's love of the sea started at a young age, he says, thanks to his older brother Ferruccio's passion for racing. "We would race together on the Flying Dutchman until it led to such friction that we had to get one each, and then we raced each other!" His sister



Fulvia is a Swan owner and all the siblings enjoy the sailing lifestyle. "I have always believed that being on a boat is the best way of spending time with your family," says Leonardo. "I know I will get into trouble for saying this, but sailing adds an extra element to the boating lifestyle and the family experience. You need to use your brain, you need to work together, and you get so much more out of it as a result."

That Ferragamo opportunism was well applied upon completion of Solleone at Nautor's Swan's yard in Finland. Leonardo decided to deliver the boat himself, taking the helm for the journey out into the Atlantic and into the Med. "It was raining, it was foggy, the wind and waves were always from the front. It was challenging," he says.

But worth it. "It was a little bit emotional arriving in Gibraltar, where you stretch out and your hands are almost touching Europe and Africa, from one continent to another. It was quite extraordinary."

With his passion and drive Leonardo is steering Nautor's Swan in an exciting direction, effortlessly mixing north European expertise with Latin style - an intoxicating combination shown off so brilliantly in Solleone. The only question being, what's next?





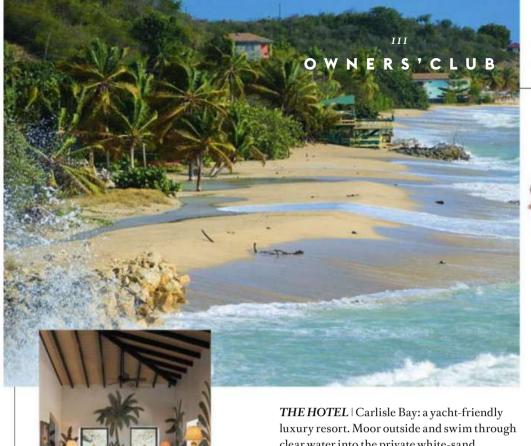
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clear water into the private white-sand beach and have lunch at Indigo on the Beach followed by a treatment in its Blue spa. The boutique is great too!

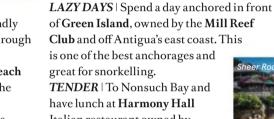
ROMANCE | The Jumby Bay hotel is on a small private island off Antigua's mainland. This Rosewood Resort is only reachable by boat. Watch the sun set from its spectacularly long beach and order a frozen daiquiri or any of its amazing cocktails from a hammock strung between the palm trees.

DINE | Across from Jumby Bay on the mainland you will find Cecilia's High Point Café, run by a gorgeous Swedish ex-model, who is also the chef. Her menu mixes local fish with Swedish specialities. This place oozes island cool and the WiFi is excellent too! Its boutique sells great beachwear in case you need a little last-minute shopping spree...

DON'T MISS | Catherine's Café Plage on Freeman's Bay, run by French duo Claudine and Guillaume; it's a favourite spot for diners in the know. Try its tuna tartar and a glass of rosé from the extensive French wine list.

PEOPLE WATCH | Over afternoon coffee or early evening drinks at Sun Ra café and restaurant in Falmouth. From the roadside this seems

> Trv a frozen daiauiri at the Jumby Bay Hotel



have lunch at Harmony Hall Italian restaurant owned by sailing enthusiast Carlo Falcone, who also owns the Harmony Hall Yacht Club.

sunglasses £190

an unassuming wooden house, yet is set in a garden where the trees are lit up with fairy lights. Jazz lovers and people watchers come together in this cool, essential local hangout. DRESSY AFFAIR | Head to Sheer Rocks restaurant, which offers a great menu and has a very elegant setting on the water.

Fmamó halter-neck bikini £200

While there, visit the old plantation house, now an art gallery showcasing local and

international artists. Many yachts base themselves out of the crewfriendly main port, English Harbour; it's buzzing with cafés and restaurants and is the hub of the Caribbean, as well as host to the Antigua Charter Yacht Show in December.

ISLAND STYLE ...get the look before you go!

Rosantica Mare auartz. shell and gold-tone bracelet £100

BEST VIEW | Is just above the harbour, at Shirley Heights, from the partially restored fortifications of the colonial observation post; the view extends out over the harbour

and far across the Caribbean to Montserrat and Guadeloupe. It's perfect for Sunday night sundowners, with live music, and everyone goes. Antigua is definitely the place to kick off your Caribbean cruising.



the jazz vibe at

Sun Ra café.

HIGH POINT

Cecilia's High Point Café offers local fish and Swedish specialities. If you can tear your gaze away from the views, the WiFi is great!



ANTIGUA

THE INSIDER

Jordana

rules

Top: plenty of

sunbathing on the golden sands at

Johnson's Point. Above: the bar

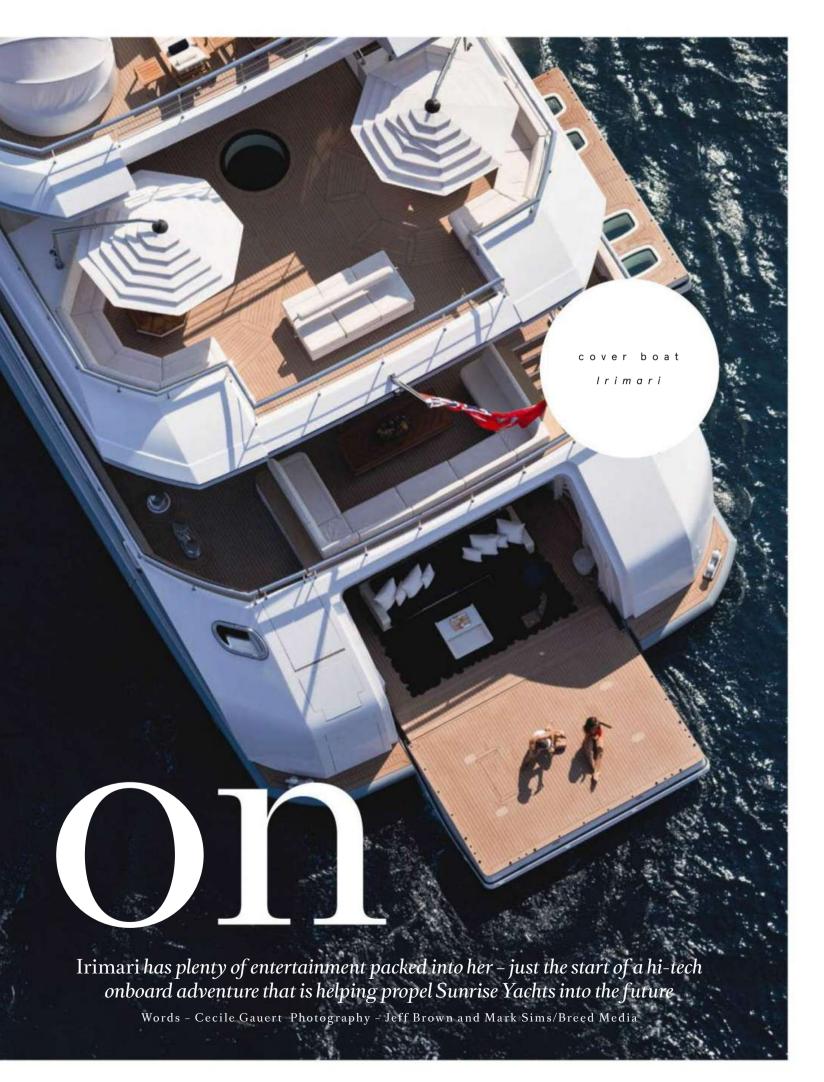
at the Jumby Bay

Hotel just makes

you want to drink fruity cocktails!

> The island's laid-back cool is the perfect way to start your Caribbean cruise, says Jordana Reuben Yechiel









Above and right: Irimari's bright, welcoming deck spaces are laid with a clever material that closely mimics teak. Her 63m and 1,463GT offers about 685m² of total deck space. Below: her large volume is cleverly concealed by graceful lines and plentiful glass in the superstructure

ruising along the southern Turkish coast, with the Taurus mountains in the background, *Irimari* seems perfectly at home. Like those impressive peaks rising imperiously inland, the 63 metre yacht is a towering structure, the master of all she surveys.

And there are other qualities she shares with the local terrain. "The boat is steady like a rock," her captain Heimo Tauern noted after returning from the first sea trials, which took place just a few miles offshore, "even empty and without the stabilisers."

Irimari's maiden voyage through the Rhodes Canal confirmed his assessments. "Even with three-metre waves on her nose, she travels quiet and sturdy," he says. Swells are no trouble at all and she smoothly reaches a top speed of 16.5 knots.

Irimari is an impressive vessel with six decks (including the tank deck) and a gross tonnage of more than 1,463. The steel-hulled yacht, with its aluminium superstructure supporting large expanses of glass, displaces 1,170 tonnes fully loaded.

Exterior design is by Espen Øino, who, from the groundbreaking *Skat* of more than a decade ago to the recent *Ester III*, both built at Lürssen, does show an affinity for the bold and the bountiful. The designer is quick to point out that all the vessels his studio has produced look different. He is, after all, also known for the slippery AeroCruisers, built at Danish Yachts, and the slim arrows of SilverYachts. But he admits that he's particularly fond of *Irimari*'s styling. "These are lines I like," he says. "I very much like these ample glass surfaces and beautiful views from inside."

The design evidently appeals to others, too. *Irimari* is the second of two orders Sunrise Yachts received for this impressive 63 metre hull (the first is in the late stages of construction).

Tauern, who also served as the build captain, provided input that resulted in several changes to *Irimari*'s exterior. While a captain's practical sense may not always mesh with a designer's artistic vision, the collaboration worked. "[Øino] listened to me carefully, which is impressive enough," says the captain.

Most of the requests Tauern made had to do with the yacht's operations. "On my suggestion, *Irimari* was realised with wing stations for the bridge and wing stations for the anchor crew, a







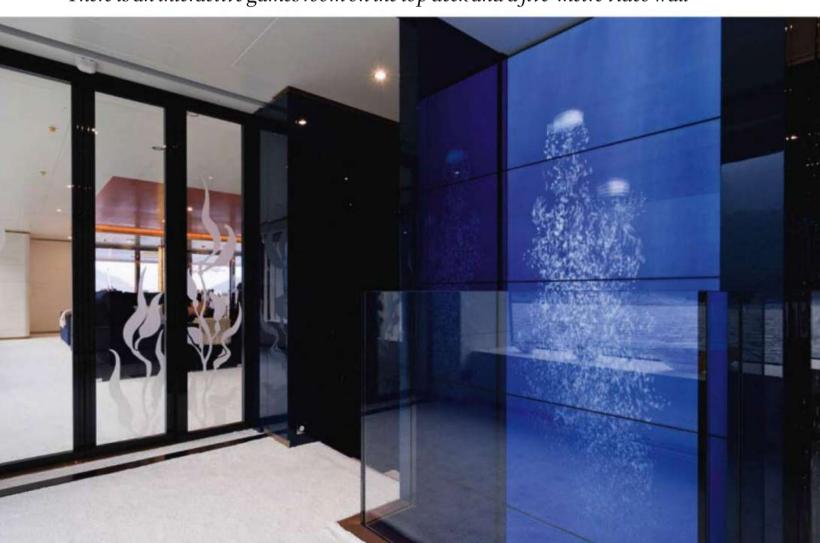


The large rectangular spa pool on the sundeck (below) is nicely adjacent to a wet bar (above) – one of six bars aboard. The owners see Irimari as a home at sea and spend long periods of time on her





There is an interactive games room on the top deck and a five-metre video wall





small gangboard on the stern, a fixed foremast and — well, this part Espen didn't like at all — two TV domes fitted on the wheelhouse roof," Tauern says. He also proposed making the guest cabin layout a bit more flexible so two of the cabins could convert into one large suite.

It may be that the two big domes installed on the forward section of the superstructure were unavoidable. *Irimari*'s owner, who's had yachts before, loves spending time on board; quick jaunts to shore for lunch or to seek entertainment are not his style. Once aboard, he stays on board. Consequently, he appreciated the abundant space the design afforded, allowing him to create a high-tech games room and a cinema lounge featuring a 90-inch screen.

And since *Irimari* feels like a ship, he wanted her to sound like one, too. Herbert Baum, co-founder of Sunrise Yachts, pointed out the air horn compressor on the gleaming two-level engine room as he showed me around a few weeks before her delivery. "I was sitting in my office one day when I heard what I thought was a cruise ship. Then I realised, it was *Irimari*!" he says. The impressive and harmonious sound comes from a five-trumpet F-3 Chimetone air horn, made in Wisconsin by Kahlenberg.

The advantage of seeing a yacht before every hatch and panel has been placed and sealed is the ability to assess the care that the build team has taken with details seldom seen once the boat is finished. And Baum delighted in showing off the undersides of Sunrise's largest and most technologically advanced yacht to date: the trays with the perfectly aligned wires running through them; the polished chrome finishes; the sturdy doors and hatches; the fully painted compartments housing the watermakers or the firefighting equipment...

Irimari will be well suited for charter, with her professional-grade galley, practical clamshell doors for outside deliveries, extensive food and wine storage (aboard is a refrigerator each for red, white and

sparkling wines) and a professional laundry with adjacent linen cupboard, among many other well thought-out features.

The yacht's massive transom door doubles as a large beach platform. Side doors reveal housing for the 8.5-metre custom tender in the port-side garage, and the workout area adjacent to the steam room on the starboard side. All the decks, from the beach club to the sundeck (about 685 square metres in total), are expertly finished with a synthetic material by Bolidt that mimics teak, as on many cruise ships.

Several companies shared the responsibility of outfitting the interior: Sunrise Yachts, Ekinoks Interiors and Ulutaş. The craftsmen of Sunrise Yachts built the furniture for the mess and crew cabins, which are impeccably finished with bedside hook-ups to charge handheld devices and individual screens. A specific request of the captain's was the dedicated internet lounge, separate from the crew mess. Finished with a light-hued wood veneer, it has the feel of a cosy chalet.

Partly because of her large windows and extensive A/V equipment – there is an interactive games room on the top deck and a five-metre video wall – *Irimari* demanded the best in climate control. Noske-Kaeser, a German company that supplies vessels from cruise ships to submarines, handled the yacht's air-conditioning system, which pipes perfectly chilled air throughout the vessel, including the three A/V racks. The Raytheon Anschütz integrated bridge is both handsome and practical; its walkaround console design allows the captain to get close to the vertical windshield with binoculars in hands. Naturally, the yacht also has more hi-tech watch equipment, including infrared cameras.

For all her strength and boldness, the boat is a good example of a successful balancing act. Out of the water *Irimari*, with her prominent and bulbous bow that came courtesy of architect Unique Yacht Design, reveals herself to be massive. However, the vast expanse of glass that

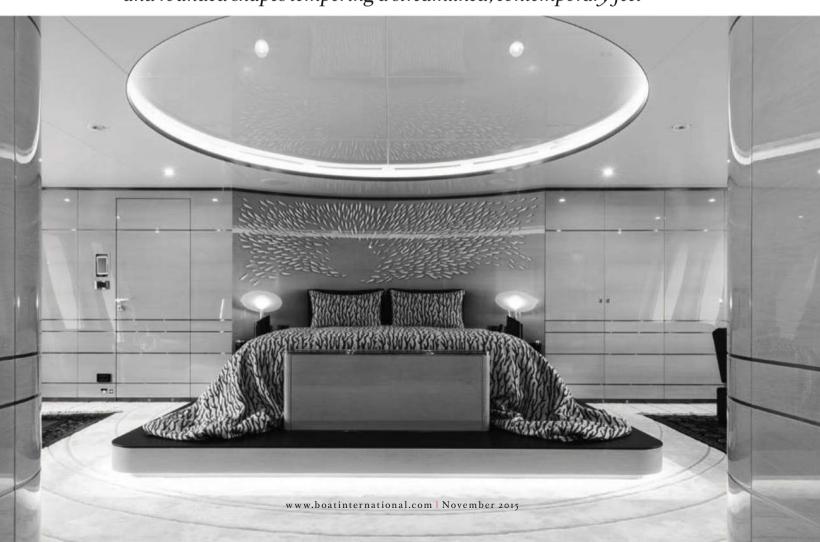


Her interior, by Focus Yacht Design, is an exercise in subtlety, with oval





and rounded shapes tempering a streamlined, contemporary feel

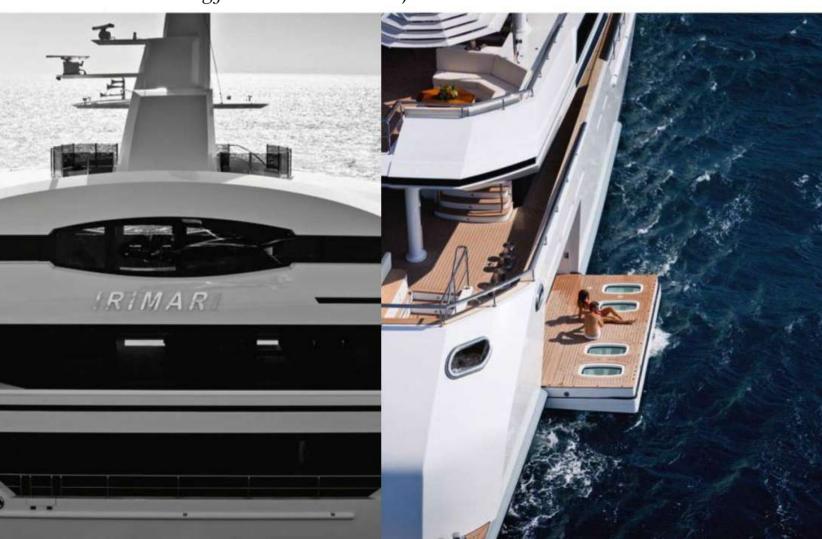








Side doors reveal housing for the workout area adjacent to the steam room on the starboard side







cuts a diagonal swath across her superstructure contributes to her graceful lines on the water. And her interior, by Focus Yacht Design, is an exercise in subtlety, with oval and rounded shapes tempering a streamlined, contemporary feel. The designers had a rare opportunity "to start with a clean sheet of paper", says Christian Schaefer, one of the founders of the German interior design company. "The owners wanted something fresh and new, and they were willing to try something unusual and unexpected," he says.

The owner likes copper, and strips of that or other material mimicking its colour and sheen have been incorporated into the design. It forms linear patterns on bulkheads or accents in marble floors and furniture.

Wood serves as another consistent design cue throughout the yacht. "A selection of light and dark woods such as bleached oak and macassar forms a common structure that leads through an array of maritime motifs," Schaefer explains. Bubbles rise on the video wall surrounded by a "kelp forest" created on the lacquered walls of the main staircase. A shoal of fish scatters over the owners' bed while clouds billow over the VIP cabin bed. These ideas are translated in an elegant and sophisticated way.

The risk of having a blank slate is, as Focus Yacht Design puts it, that you use space "as a field for experimentation with an abundance of different shapes, colours or materials". That's not the case here; the décor is consistent without ever being boring. One of the few areas on board with a highly graphic feel is the owner's bathroom, finished with a veneered white marble from Turkey. The oval tub at the room's centre brings everything into balance.

Focus Yacht Design also custom-designed pieces of furniture that accent and complement the overall theme. A round table installed

forward of the saloon's entrance foyer highlights the patterns on the marble floor and echoes the style of the ceiling fixture. It also stands on its own as a beautiful and intricate piece that combines leather, metal and wood.

Sunlight flowing from the large windows and architectural lighting underscore how well details have been realised, down to the cross-stitches on leather panels applied to the upper saloon walls and copper leaf on the ceiling. The upper saloon doubles as the onboard cinema. The vast and well-lit space also has room for a white grand piano and one of six bars on board.

The hub for entertainment, however, is a deck above, in a glass-enclosed, air-conditioned space in the centre of the sundeck. On other yachts you might find a gym or a dining space here. On *Irimari*, however, it's been specially designed for games, with several screens on the wall connected to the tables. "Everything is interactive and the screen can display absolutely anything the guests want to see; it could be images of the day or the yacht's route," says Ludovic Roche, sales manager for A/V installer Sambroni and Cie. "It's all custom work, including the software."

Irimari is only the third vessel to launch at Sunrise Yachts. The first two were 45 metre sisterships *Africa* and *Atomic*. While both beautiful yachts, they did not quite reach the level of complexity that this much bigger vessel demands.

The two partners who founded the shipyard, Baum and Guillaume Roché, talk of a quantum leap and the advent of "Sunrise 2.0" and it's clear that *Irimari* has them excited about the future. "We're raising our game," declares Roché.

They're counting on *Irimari* being the foundation for this potential growth. And she will be. After all, she is as solid as that Turkish rock.



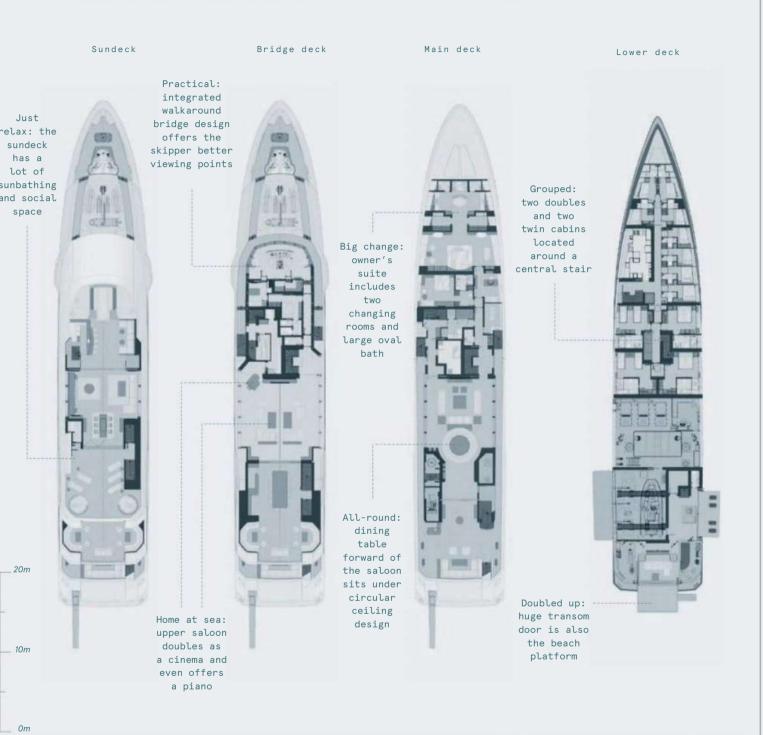
Sunlight from the large windows and architectural lighting underscore how well details are realised



SPECS

IRIMARI

SUNRISE YACHTS



LOA 63.1m LWL 55.4m **Beam** 11.5m

Draught (full load) 3.4m

Gross tonnage 1,347GT

Engines 2 x MTU 4000 M63 2,000hp

Speed max/cruise 16.5/12 knots Range at 10 knots

6,000nm

167,996 litres Freshwater capacity 41,488 litres Tenders 1 x 8.5m shipyard;

Generators

Fuel capacity

3 x MAN 220kW;

1 x Cummins 110kW

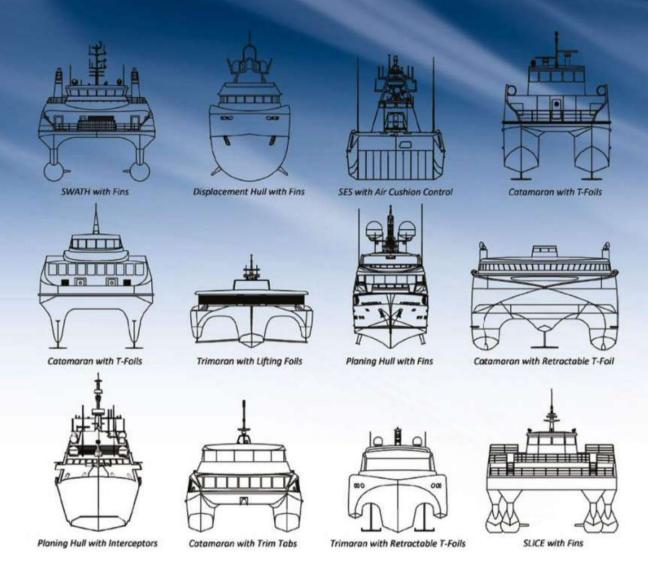
1 x 7m Novurania LX Owners/guests 12 Crew 18 Construction

Steel hull; aluminium superstructure Classification Bureau Veritas Charter AUT-UMS; MCA LY2 compliant Naval architecture

Sunrise Yachts; Unique Yacht Design Exterior design

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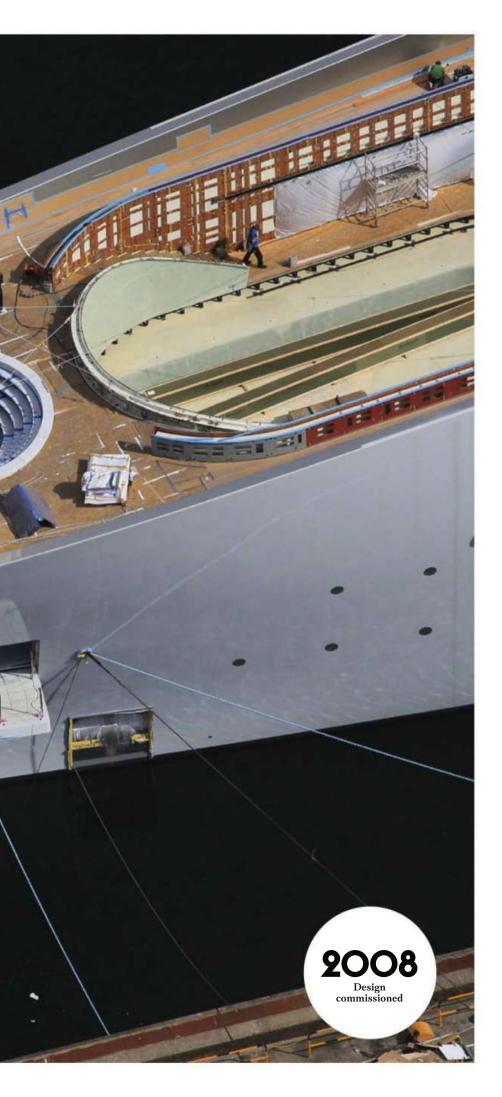
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AILING YACHT The building of the world's most advanced sail-assisted yacht - taking design, technology, innovation and creativity to the extreme Words - Amanda McCracken



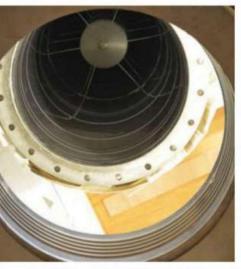


he world watched agog in 2008 as *Motor Yacht* A was launched by Blohm+Voss in Germany. Very little was known about the super-secret 119 metre project until photos of the finished hull on sea trials started making their way on to the pages of yachting magazines and newspapers the world over. Bearing the signature of French designer Philippe Starck, *Motor Yacht* A trod totally new ground, not so much pushing boundaries as obliterating them.

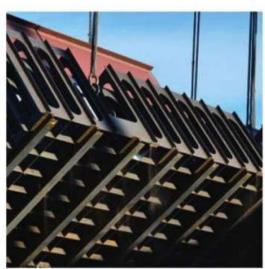
Now Motor Yacht A's owners, Andrey and Aleksandra Melnichenko, are making headlines all over again with an even bolder project. Until now the only sightings of this vessel have come from yacht spotters long-lensing her from the water outside the shipyard, but Boat International has been given exclusive, behind-the-scenes access to this extraordinary construction, becoming the only magazine to tour the still in-build yacht. For the first time anywhere, we can present to you the newest member of the Melnichenkos' extraordinary fleet: Sailing Yacht A.

Not for Andrey Melnichenko the conventional. This is one owner who delights in challenging the status quo and moving the game on, introducing new techniques and technologies in his yacht projects. Sailing Yacht A ticks both boxes: at 142.81 metres LOA, it is the largest boat of its kind in the world, and is being called a "sail-assisted motor yacht".

Working once again with Philippe Starck





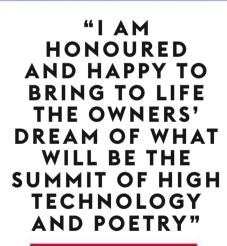




























on the design, Melnichenko assembled his own team to take the project from concept to completion. He chose Dirk Kloosterman, a veteran project manager of superyacht builds, to lead it. Kloosterman was involved in the build of Larry Ellison's *Rising Sun* before taking on *Motor Yacht A* for Melnichenko.

Sailing Yacht A is his biggest undertaking. Kloosterman's first challenge was to find a shipyard with the capabilities to build such a vessel. Few major deep-water shipyards wanted to take on the risk of such a radical project, but Nobiskrug's purchase of part of the HDW yard in Kiel, Germany, presented an opportunity. "This was an excellent

facility, with its large docks and the draught needed for the project," Kloosterman says. "In March 2011 we signed the deal for pre-engineering to start. It was made clear to the yard that the team wanted large input and control over the build so the standard tender-and-bid process, with the yard supplying subcontractors, was scrapped. Cost control for an eight-deck motor yacht, with the added dimension of sailing, was going to prove challenging."

The project was actually born years before this, however, not long after the launch of *Motor*Yacht A in 2008. That year the owners invited eight of the world's leading designers to submit their ideas for this precedent-setting concept. Initially, French designer Jacques and he Garcia was tapped for his designs, but concern about the direction of its development saw them coming back to the man who had penned *Motor Yacht A*, Starck. The Frenchman says:

"I am honoured and happy to bring to life the owners' dream of what will be the summit of high technology and poetry."

To

His hitherto top-secret design is a sharp, three-masted motor yacht with sailing potential, constructed mostly in steel incorporating composite and carbon fibre to keep weight down. In profile from her high bow, the sheerline climbs aft, before dropping down to an almost retroussé stern. The line is seamless, without interruption or sight of any deck equipment, anchors, balconies or openings of any kind, but they are all there, cleverly hidden away. Astonishingly, there are 24 shell doors in the hull. The windows, which are all oval, look small from a distance, but all have a magnifying effect, making them seem huge from the inside. During our visit tests were under way on a special one-way film to cover the exterior of the glass for privacy and to blend them into the custom metallic paint

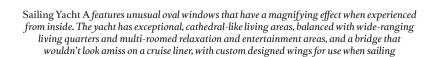
finish by Alexseal.

Her scale is extraordinary: 142.81 metres LOA, with a maximum beam of 24.88 metres and a draught of eight metres. She has eight decks, connected by multiple elevators and free-floating spiral staircases, garages for four tenders and a submarine, as well as a touch-and-go helipad on the bow. Every part of her interior has

been designed to be flowing and organic. Although the yacht was still a building site when we visited, with Vedder, Deutsche Werkstätten and Sinnex busy with the fit-out, there was no mistaking the incredible living space available

for the owners, their guests and up to 54 crew, who will run a professional galley large enough to serve a hotel and a powerplant and hotel services stretching uninterrupted across two decks. In contrast to the volume of the everyday living accommodation is arguably the most incredible feature on board, occupying the smallest space: an underwater viewing pod moulded into the keel, offering a view of the props.

To make sure it all worked, hydrodynamic research facility HSVA in Hamburg performed towing tests for the hull, and the Wolfson Unit at the University of Southampton carried out wind tunnel tests



crew

Sailing Yacht A 142.81m

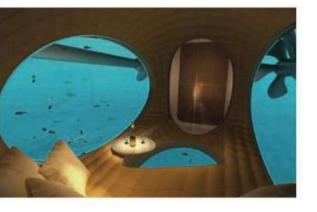
"COST CONTROL FOR AN EIGHT-DECK MOTOR YACHT, WITH THE ADDED DIMENSION OF SAILING, WAS GOING TO PROVE CHALLENGING"

3,747
total sail area in metres



.......





to whoosh a crew member 60 metres up the mast for what will surely be one of the most amazing views on the water. Dykstra & Partners, the Dutch naval architect that designed the rig for *Maltese Falcon*, was the obvious choice to develop

an easy-to-use and safe sailing system.

Being "sail assisted", the ratio between sail area and the yacht's displacement is somewhat lower than would be found on a pure sailing yacht. Dykstra optimised the sailplan with full roach sails and freestanding aerodynamically efficient masts that can be rotated a total of 70 degrees to increase lift-drag characteristics.

Curiously, the masts are curved. "When we started to design

to determine aerodynamic loads. This phase of the project revealed the optimal combination of sailing characteristics, seakeeping behaviour and performance under power. MARIN, in the Netherlands, conducted final tests of the model with keel and rudders. With simulated aerodynamic loads applied, results concluded that the yacht's heeling angle when under full sail would be a maximum of 12 degrees at 20 knots true wind-speed upwind and 35 knots downwind.

THE RIG AND SAILPLAN | Three colossal unstayed masts define Sailing Yacht A. The mainmast towers 100 metres above the waterline – taller than Big Ben. An enclosed electric gimballed crow's nest is incorporated,



withstand

Many companies are involved in the build at the yard in Kiel, Germany. One of them, Dykstra, designed a custom 6T anchor (far right) with 110m of 56mm chain attached to a swivel and special sleeve this rig," explains Mark Leslie-Miller from Dykstra, "the distinct feature of the freeboard sloping up towards the stern was already defined. For styling reasons, we wanted the foot of the sails [thus the booms] to align with the sheerline." Sails this big would need to furl rather than flake when not in use. Furling booms, however, have to be at 90 degrees to the mast in order to work. Rather than tip the entire mast forward to preserve the right angle, Dykstra designed in the curve to keep the design aligned.

Magma Structures in Portsmouth, UK, developed the unique freestanding spars in carbon fibre, the only material that could cope with the stresses involved; masts this size cannot, in fact, be built using metals, according to Magma's Damon Roberts, and they posed quite a challenge for the team. "Since the rig concept is unprecedented on this scale, there were no easy answers or standard solutions for any of the challenges that the rig design posed," he says.

With the masts designed to carry the whole load, they were able to calculate the maximum bending-force load on the lower bearing by using the predicted upper wind speed limit. "Allowable material stresses and safety factors then clearly led to the structural requirements for the design," Roberts adds. The bending load at deck on the main mast, for instance, is about two-and-a-half times that of a Dreamliner aircraft wing and about two times that on Maltese Falcon, which has the highest-loaded freestanding masts to date. To put it another way, the masts can withstand 90 knots of wind with full sail up (equivalent to a Category 2 hurricane), or two double-decker buses hung from the tip of each.

Magma built the masts using conventional female moulding techniques using highstrength carbon/epoxy prepreg laminate. Each mast was produced in four large sections: top and bottom, port and starboard. In the lower sections, 370 layers of carbon were laid up in open moulds. For the curing, Magma designed and manufactured oven software to monitor and control the cook cycle over a three-day period. Embedded in the masts is a network of fibre-optic sensors to give real-time comprehensive load data for safety, historical data, condition monitoring and sail performance optimisation.



"IT WAS MADE CLEAR TO THE YARD THAT THE TEAM WANTED LARGE INPUT AND CONTROL OVER THE BUILD SO THE STANDARD TENDER-AND-BID PROCESS WAS SCRAPPED"

SAILS AND BOOMS | The total sail area of 3,747 square metres is equal to the size of half a football pitch, and is 67 per cent larger than Maltese Falcon's 2,370 square metres.

Unlike the many small sails that deploy from Falcon's mainmast, Sailing Yacht A's fully battened mainsail, at 1,464 square metres, is a single piece and furls on a carbon-fibre mandrel inside a U-shaped boom at the press of a button; no crew are required. The

754 miles, or long enough if pulled straight, to stretch from the shipyard in Kiel to Monaco.

total length of fibre used in the sail is

The sails, by Doyle Sailmakers of the US, are a combination of carbon and Technora fibres and covered with taffeta to protect

them from UV. The trick was

determining compression
loads on the battens and then
engineering a soft inboard end
capable of furling reliably but,
at the same time, handling the
forward thrust of the battens
without tearing. Future
Fibres, in Valencia, constructed
the carbon-fibre booms, which

measure 25 metres (foresail), 27.5 metres (mainsail) and 23.6 metres (mizzen).





A brand. A firm.





Left: the engine room where Sailing Yacht A's unique, customised diesel-electric system will be housed

Big Ben
98m

designers asked to come up with concept

2,800kW generators

The three colossal unstayed masts define Sailing Yacht A. To keep the design aligned to the sloping freeboard, Dykstra gave them their distinctive curved shape

also spin down to 1,050rpm when load is less; the Superimposed System Controller (SSC) constantly calculates the optimal speed and determines the best combination of generators on line. For example, the SSC may ascertain that at a particular electrical load it is more fuel efficient to run two generators at 1,200rpm than run

one generator at 2,050 rpm. Running two at a lower speed can have many advantages such as reduced noise/vibration, reduced overall fuel consumption and reduced engine wear." Maintenance intervals will almost certainly increase, says Kloosterman, from 15,000 hours to as much as 30,000 hours.

The pair of propellers can be driven by the twin MTU 20V4000 ML73 main diesel engines or by electric motors or by a combination of both through clutches and gearboxes. The same electric motors can

also be used as economical shaft generators when the main engines are driving the yacht. "There are a variety of separate propulsion modes to suit the requirements of cruising and sailing; the propulsion system is very flexible and I believe this is the future of yacht propulsion," Kloosterman says.

A'S EXTRAORDINARY STATS

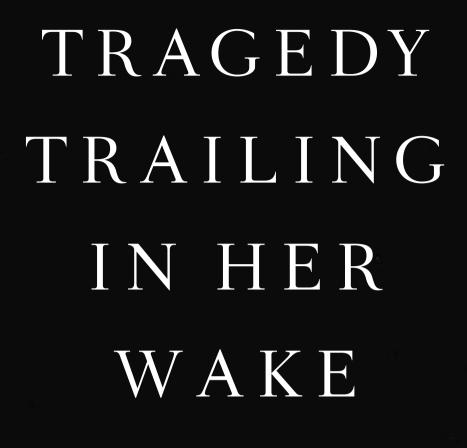
LOA: 142.81m

Maximum beam: 24.88m

Draught: 8m

Gross tonnage: 12,700GT Maximum speed: 21 knots Cruising speed: 16 knots The Ocean doesn't care. She doesn't care how long your craft is. Or who's on board. She doesn't care what vintage you're sipping. Or who made your sail. The Ocean doesn't care about any of that. She's been here forever. Seen the earliest of log rafts trying to cross her. Carried Vikings to war. Witnessed Armada's. She's got better things to care about. Her big fish are almost gone. A fifth of her coral reef lost. Blue fin tuna on the edge of extinction. Getting 10% of the Ocean registered as protected waters by 1020 will heal her. Replenish her. The current 3% isn't enough. 10 will be. The Blue Marine Yacht Club is for yacht owners who care about her. Who want to sail responsibly. Get involved in making the Ocean a healthier happier place. Become a member of a yacht club that stands for something. Out something back. Fly our burgee. Love the Ocean. To join call 020 7845 5850 or email us at bmyc@bluemarinefoundation.co.uk Blue Marine Yacht Club





She's the world's largest wooden sailing yacht but, as Keith Dovkants discovers, the Gucci family's 63 metre Creole has other, darker, claims to fame



n the words of veteran photographer Gilles Martin-Raget, *Creole* is "a boat outside all the norms of size, aesthetics and history". Certainly, at 63.03 metres, the three-masted schooner is rated the world's largest wooden sailing yacht and her beauty is unquestionable. Yet it is the word "history" that resonates here because *Creole*'s back story is interlaced with suicide, jealousy and murder - beyond most norms, certainly.

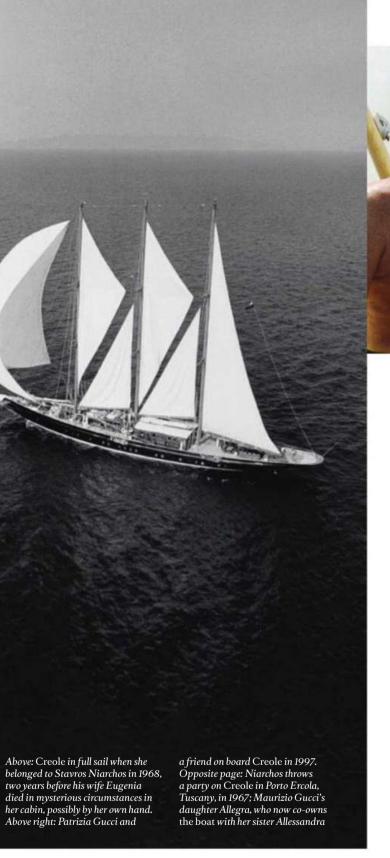
Sailors tend to be superstitious souls and "the curse of *Creole*" is a phrase not unknown in yachting lore. It seemed it had struck again when it was reported from Italy that the vessel's owners, Alessandra and Allegra Gucci, were being investigated for alleged tax dodging. How is it possible, a rational person might ask, for a boat to infect its owners with ill fortune? How indeed.

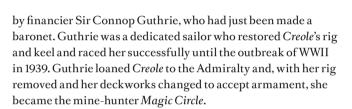
Yet deep scrutiny of *Creole*'s past reveals some strange facts, including an episode in which a medium was hired to exorcise "evil influences". And a highly respected Italian newspaper once carried a headline that claimed "The *Creole* betrayed Maurizio Gucci", her then owner and father of Alessandra and Allegra.

The omens were not good when it took three attempts to break the magnum of Champagne on the bow of the big schooner when she was christened *Vira* at Camper & Nicholsons' yard in Gosport, Hampshire. It was 1927 and the vessel was considered a masterpiece of her time, not least by her architect, the esteemed Charles E Nicholson. The yacht was at the forefront of design and technology, with two generators, electric refrigeration and central heating throughout her apartment-sized suites.

But trouble began early on. When her owner, the immensely wealthy US carpet manufacturer Alexander Smith Cochran, saw the towering rig he quailed. It would be unmanageable, he said, and ordered the yard to shorten her spars by three metres. It was not enough, he maintained, after the work was done. Cut them down some more. *Vira* finally left Gosport with a stumpy rig that didn't suit her ballast. Lead was taken out at a yard in Spain, but they overdid it and she became hopelessly tender. Then, the frustrated and unhappy Cochran was struck down by tuberculosis. He died a year later, aged 55.

Vira was sold to South Coast yachtsman Maurice Pope, who renamed her *Creole*, apparently after a particularly delicious dessert created by his chef. In 1937 she was bought





Guthrie died, aged 63, in 1945, the year that Magic Circle was returned to his family. She became Creole once more but was almost unrecognisable after her war service. Following the death of Sir Connop she languished in a sorry state until spotted by Stavros Niarchos, the Greek shipping tycoon. It was 1947 and Niarchos, like his great rival Aristotle Onassis, was growing fabulously rich thanks to the post-war shipping boom. He snapped up the forlorn schooner and began a restoration that would cost many millions but which returned Creole to the beautifully appointed and wickedly fast yacht her designer had intended. Niarchos added the capacious varnished deckhouse Creole has today and her cabins were hung with valuable works from his art collection. She became his floating home for long periods; his most treasured possession and, ultimately, a silent witness to tragedy and a sensational mystery.

As Creole's restoration began, Niarchos courted Eugenia Livanos, the beautiful 21-year-old daughter of another shipping magnate. They were married, had four children and, despite his affairs, remained together. In May 1970, they were on holiday on Niarchos's private island, Spetsopoula, in the Aegean. With them was Athina – Tina – Onassis, Eugenia's sister. What happened on the night of 3 May is, to this day, the subject of speculation and dark whispers, but the official version is

TIME, TIDE AND TRAGEDY

1927 Þ



AN UNLUCKY CHRISTENING

A very bad omen: it takes three strikes to break the christening magnum of Champagne on *Creole's* bow (then named *Vira*) when she is launched at Camper & Nicholsons' yard in Gosport.



1929 ▶

HER FIRST OWNER DEAD AT 55 Creole is built for US businessman

Alexander Smith Cochran, but he never sails her. After demanding the spars be shortened and ballast reduced, he is struck down with tuberculosis and dies before he can take delivery.



1970 🕨

SUICIDE... OR MURDER? The yacht winds up in the hands of Greek shipping tycoon Stavros Niarchos, whose wife, Eugenia Livanos, dies under suspicious circumstances. Is it suicide in her cabin aboard Creole. or murder?



At a post mortem on the mainland the pathologist reported severe bruising on Eugenia's body and the prosecutor in Piraeus began an investigation

that Eugenia killed herself with an overdose of barbiturates. At a post mortem on the mainland, the pathologist reported severe bruising on Eugenia's body and the prosecutor in Piraeus began an investigation.

Niarchos became a suspect but he was later exonerated. According to some sources, he was cleared after the intervention of Greece's ruling military junta, with which he had close links. It later emerged, in an account said to have been based on the testimony of a witness who was on the island, that Eugenia had caught Niarchos trying to force himself upon Tina, her sister, and a violent fight broke out. In another account, Eugenia was said to have taken a lethal overdose in her cabin aboard Creole. What is certain is that Creole was used to bring Eugenia's body back from the mainland to Spetsopoula, where she was buried in the Niarchos family mausoleum.

The death of Eugenia ended Niarchos's love affair with *Creole*. He went on to marry Tina and sold the yacht, in 1977, to the Danish government for use as a sail training vessel for youngsters, including those in a drugs rehabilitation programme. Such work took a heavy toll; after five years, the cost of maintaining *Creole* was more than the Danes could justify and a new owner was sought.

In 1982 the schooner - then well over half a century old - began the phase of her life that continues today. She was bought by Maurizio Gucci, whose lavish spending surpassed everything even Niarchos had done. And, it must be said, the horror that was to unfold transcended, too, the tragedy that had befallen Creole's previous owner.

When Maurizio Gucci bought *Creole* he was 35 and already on his way to heading the renowned Gucci family fashion house. He was married to Patrizia Reggiana, the daughter of a Milan businessman and mother of Allegra and Alessandra. Patrizia was one of Milan's great beauties, an Elizabeth Taylor lookalike,

with violet eyes and a captivating smile. She was also unashamedly materialistic. "I'd rather weep in a Rolls-Royce than laugh on a bicycle," she once said. Despite being rather hard-nosed, Patrizia was deeply superstitious and stories about the "curse of *Creole*" troubled her. She persuaded Maurizio to hire Frida, a medium and practising psychic, to exorcise the evil spirits Patrizia believed haunted the yacht.

The episode is detailed in Sara Gay
Forden's acclaimed book, *The House of Gucci*. Forden wrote that Frida "went into a
trance" and walked through *Creole* mumbling
incomprehensibly. "Open the door, open the
door," Frida cried out suddenly as Maurizio and
Patrizia looked at each other, puzzled. They
were standing in an open corridor; there was
no door. But the Sicilian crewmember turned
ashen. Before the restoration of *Creole*, there
had been a door in that very spot, he said.

1982 ▶

9.

CREOLE IS RID OF EVIL SPIRITS
After Maurizio Gucci buys Creole
in 1982, his wife, Patrizia
Reggiana, insists they hire a
medium. The psychic finds the
spot where Eugenia's body had
been found, but then pronounces
the yacht "free of evil spirits".



1987

CREOLE'S PURCHASE QUESTIONED

Maurizio Gucci is accused of buying the yacht illegally. Police launch an inquiry and the press have a field day. *Creole* is sailed out of Italian waters to keep her out of the hands of the law.



1988 🕨

GUCCI AND CREOLE RIDE OUT LEGAL STORM

It gets worse for Maurizio Gucci as he's indicted for illegally exporting the money used to buy *Creole*, but acquitted thanks to a change in the law that clears him of wrongdoing.





From left: the Gucci family often made worldwide headlines, including this from the Daily Express; Maurizio Gucci's body is removed from the murder scene in 1995; Patrizia on board Creole in happier times



Scandals at sea: boatinternational. com/scandals -at-sea

Patrizia was one of Milan's great beauties, an Elizabeth Taylor lookalike, with violet eyes and a captivating smile. She was also unashamedly materialistic

Forden goes on to say that Frida pointed to a place where, the psychic said, Eugenia Niarchos's body had been found. Then she snapped out of her trance, said, "It's all over" and declared *Creole* "free of evil spirits".

Malign forces were at work, however. The Gucci family was tearing itself apart, riven by jealousy and resentment over ownership of the celebrated brand and the millions it was earning. Maurizio was accused of buying Creole by illegally diverting funds through a Panama-based company. The police and fiscal investigators launched an inquiry. In June 1987, the Italian papers were full of it. "Gucci in a storm over a dream yacht; arrest warrants issued" ran a headline in La Repubblica. "The Creole betrayed Maurizio Gucci" was the banner in Corriere della Sera.

Creole was sailed out of Italian waters to Mallorca to put her beyond the reach of the police and Maurizio made his own escape by riding his red Kawasaki motorcycle over the border into Switzerland. In 1988 Maurizio was indicted for illegally exporting the money he had used to buy Creole, then was swiftly acquitted because changes in the law meant

capital export was no longer a criminal offence. He rode out numerous legal storms and eventually returned to Italy, where he sold his shares in Gucci for more than £100 million.

By now Maurizio was separated from Patrizia and busy spending his fortune, a lot of which was lavished on Creole. The designer Toto Russo helped re-work the yacht's interior, with the deckhouse decorated in sumptuous style, featuring artworks and handmade pieces carved from solid ebony and marble. There were just four guest cabins, for two people each, with their own bathroom. Her usual crew numbered 16. Guests were handed a white sweatshirt and slacks to wear on board. The top featured Creole's emblem, a pair of intertwined seahorses. As Maurizio enjoyed his yacht, Patrizia looked on, becoming increasingly jealous. She raged over the money it was costing - at one point it emerged he had spent €800,000 on just one area of the accommodation. It was not known whether

this included the cost of buying the stingray skins that lined the bulkheads.

Patrizia was living in an apartment with her daughters, growing more and more resentful by the day, especially when she learnt that Maurizio was thinking of marrying his young girlfriend, Paola Franchi. Then, on 27 March 1995, as Maurizio arrived at his office in Milan's Via Palestro, a man stepped into the lobby of the building and fired three shots. Wounded, but probably not fatally, Maurizio slumped to the floor. The gunman fired a fourth bullet into his temple at close range, killing him instantly. Maurizio was 46.

Almost two years later, in January 1997, police arrested Patrizia. It emerged later that she had hired a killer, through a friend with underworld contacts, to murder her husband. She was convicted and served 16 years in jail.

Maurizio's daughters Allegra and Alessandra inherited *Creole* and keep her in the style to which she has become accustomed. She is occasionally seen at classic events in the Mediterranean, although in recent years her role has been as mothership to the other, smaller Gucci classic, *Avel*. The Gucci sisters say *Creole* keeps their father's memory alive, and certainly the yacht is associated with some of the happiest times in Maurizio's short life.

Rationally, of course, one cannot attribute horror and tragedy to a jinx said to cling to a sailing yacht. Yet, there may always be some who will look at *Creole*'s dark story and experience a shiver down the spine.

IME, TIDE AND TRAGEDY

A A

1770 E

MAURIZIO GUCCI ASSASSINATED

Gucci is gunned down at his offices in Milan in March 1995. He is just 46 years old. It emerges Patrizia hired the killer, and she spends 16 years in jail.



2014 ▶

CREOLE'S NEW OWNERS ACCUSED OF TAX DODGING

Creole is owned by Maurizio's daughters, Allegra and Alessandra, but the curse remains. In 2014, tax-dodging allegations against the sisters arise...

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72′



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Photographer - Ram Shergill

Stylist - Fiona Rubie





Previous spread: Sam wears Moncler wool blazer, £775 and wool trousers, £280, moncler.com. Paul Smith cotton shirt, £169, paulsmith.co.uk. Turnbull and Asser black and white silk scarf, £150, turnbullandasser.co.uk. Omega Seamaster Diver 300M Co-Axial Chronograph, £3,800, omegawatches.com. Coco wears red Versace knit dress, £713, versace.com. Lion Arty ring in 18K yellow gold by Chanel Fine Jewellery, POA, chanel.com. Boy.Friend watch with 18K beige gold casing, POA by Chanel Watches. This spread, opposite page: Caruso navy-and-black checked wool and alpaca coat with otter collar, POA, carusomenswear.com. Ralph Lauren Purple Label black-silk bow tie, £110, ralphlauren.com. Turnball & Asser white cotton tuxedo shirt, £265. Ralph Lauren Purple Label black wool trousers, £515. This page: Coco wears Ralph Lauren Collection black wool jacket, £2,950, black wool trousers, £890, black wool waistcoat, £950, tan silk shirt, £1,390, and taupe shearling scarf, £835, ralphlauren.com. Lion Arty cuff in 18K yellow gold by Chanel Fine Jewellery, POA. Lion Pépite long necklace in 18K yellow gold by Chanel Fine Jewellery, POA. Sam wears Ermenegildo Zegna Couture oxblood velvet jacket, £2,090, and oxblood cashmere and silk turtleneck, £840, zegna.com. Moncler wool trousers, £280, as before























See more on the iPad edition

hy would anyone choose to build a 1930s-style yacht today? I can't get that question out of my head as the newly built 40-metre *Taransay* hangs above me in a travel lift at the Rossinavi shipyard in Viareggio, ready for launch. The style absolutely demands small, limiting windows, a relatively low volume compared to modern, similarly sized platforms and the added challenge of hiding today's complicated systems in a classic-looking package.

A few months later, in Venice, I'm on board the boat for the first time and *Taransay*'s captain, Marco Santoro, is giving me the answer, shortly before leaving on the yacht's maiden voyage with the owner and his family.

"I was involved in the project from the beginning, while I was still captain on board Ocean Glory (ex-Destiny), a gentleman's motor yacht designed by GL Watson & Co and launched in Scotland in 1935," begins Santoro. "After an adventurous life, Destiny arrived in dire condition

in Genoa, where she underwent a full refit at Amico & Co yard. The yacht was presented as *Ocean Glory* in all her splendour at the Monaco Yacht Show in 2007." She was made available for charter and immediately caught the attention of *Taransay*'s owner. He ended up chartering her for a number of years in a row and was seduced enough by the idea of owning a classic himself that he investigated buying one to refit.

"Chartering Ocean Glory, I realised that I would love to own some kind of classic yacht, so I could have the opportunity to travel in style rather than at top speed," the owner says. In 2012, while enjoying his annual cruise in the Med aboard Ocean Glory, he chanced upon a beautiful modern replica of a classic sailing yacht built by Royal Huisman. That was a turning point: the realisation that building his own replica from scratch would allow for a made-to-measure classic yacht, without the constraints and unforeseen problems that come with a refit project.

One thing was established from the outset: his new boat's style should be inspired by the gentleman's yachts designed by GL Watson & Co, a company that, in the early 20th century, produced icon after icon. *Madiz, Blue Bird, Nahlin*, King Edward VII's Royal Yacht *Britannia* – all penned by the company's founder, George Lennox Watson, or by its design studio. Today it is run by William Collier, an entrepreneur with a PhD in yachting history, who works with owners restoring



The upper deck of Taransay (above and top) is a wonderful area for relaxing and there is even a lounging space atop the wheelhouse



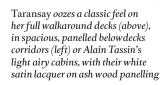






Above left: the intimate dining room, with its rows of small windows and satin-lacquered mahagony, is a step back in time, while the upper deck (left and above) offers timeless grace, with its large seating area and useful height-adjustable tables for dining









classics such as *Malahne* and designing new ones inspired by former projects.

Once the decision to build a replica was taken, Rossinavi was entrusted with the project. It was a tricky proposition from the outset: there was no platform or pre-existing project to draw on, so the team, comprising the owner, Santoro and Rossinavi's technical department, had to rely on old photographs for inspiration and information. The most difficult task, though, was to stay faithful to the shape of a yacht from the 1930s, while still giving it all the comfort, volume and amenities of a contemporary vessel. As the owner said: "A project like this turns the clock back and forward at the same time."

The team settled on a size of 39.3 metres, a displacement hull and a canoe stern and high bow to eke the most volume out of her length. The steel hull and aluminium superstructure house an interior styled by French designer Alain Tassin, who came with a wealth of experience, having worked on the refit of Ocean Glory. "We have tried to recreate a gentleman's yacht atmosphere," Tassin says. "The owner had his own requests for the yacht's layout and overall feel and we worked in close collaboration to give Taransay the right ambiance and liveability."

By studying the layout and features of a number of classics that had been refitted, Tassin was able to create a tasteful period interior with plenty of teak, exposed deck beams and simple white panelling. He resisted the temptation to over-embellish the décor, so the final effect is elegant and homely, rather than grating pastiche. "The main deck welcomes guests in a quite austere setting, while in all cabins we used a delicate white satin lacquer to enhance the open-pore grain of the ash wood panelling," Tassin explains. "This also means that the cabins on the lower deck seem light and airy despite the small portholes. The use in the cabins, stairs and lobbies of dark-brown leather floor tiles is a modern touch – they will develop a warm patina with age."

Entered through double glass doors, the main saloon is an intimate retreat entirely clad in satin-lacquered mahogany, although not much natural light makes it through the row of small, shapely windows that stand in stark contrast to the massive glazing panels we're used to seeing today. The galley, forward of the saloon, is one area where the past hasn't penetrated; it's laid out thoughtfully and equipped with all the details and appliances you'd expect on a modern yacht. Custommade fridges and a wine cellar complete the professional feel of this large, bright space. From here, stairs lead up to the wheelhouse in its sturdy deckhouse, where the past and present mingle: contemporary instruments and screens sit alongside a traditional teak steering wheel and a replica of a classic wood and brass binnacle.

Taransay has an unusual lower deck arrangement, with the amidships engine room splitting the accommodation. Two guest cabins sit forward of the machinery space, while the owner and more guests sleep aft of it. The owner's quarters use the beam to its maximum advantage, stretching across almost the widest part of the boat. A twin guest cabin sits behind it, and then a very traditional touch: a guest cabin in the stern with V-berths

in a space easily big enough for a double bed. The overall feeling down here is of space and relaxation – a huge advantage of building a "new classic" instead of working with a layout from the past – and all cabins benefit from plentiful storage and en suite bathrooms, with finely moulded marble countertops and marble-lined shower stalls.

The quarters forward of the engine room comprise the VIP double and another twin cabin, both accessed via dedicated stairs off the dining room. Large and comfortable crew quarters for six are on the lower deck forward, while the yacht's captain has his own double cabin abaft the wheelhouse.

Nothing feels fake about the yacht's interior and this sense of authenticity carries over on to the decks. Hatches boasting brass handles and hinges have been placed on the forward deck and all over the yacht finely executed fixtures and fittings hark back to the 1930s. All involved, from Rossinavi to the owner, worked hard to fit out *Taransay* with period details. "Our aim was to recreate the feel and style the owner loved so much on board *Ocean Glory* and Rossinavi has been very willing to cooperate and listen to our requests, even the most unusual ones. I'd be glad to build another hundred yachts with them!" declares Santoro.

The upper deck, once free of the tenders, provides a vast area of relaxation at anchor. Facing L-shaped sofas provide the seating up here and can turn into a wonderful alfresco dining area thanks to adjustable-height tables. The faux funnel towering above the deck hides a small bar with fridge and freezer and an ingenious foldable crane to launch and haul out the tenders.

Perhaps the ultimate lounging space is atop the wheelhouse: sunpads accessed via a ladder. In keeping with the GL Watson style, there are full walkaround decks on both the main and upper levels for an evening stroll, but they don't seem to pinch too much volume from inside thanks to a beam of 7.6 metres.

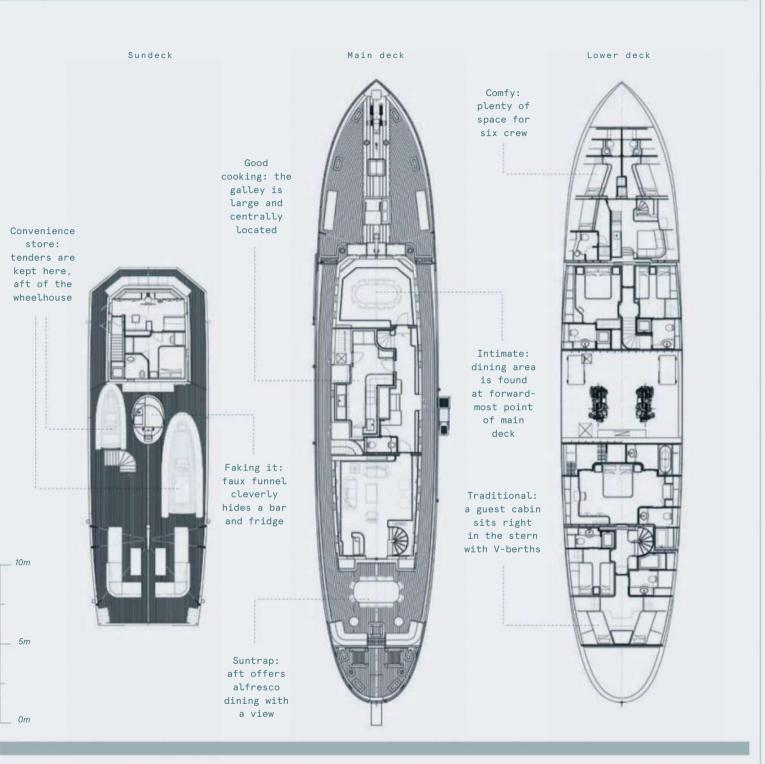
The canoe stern prohibits a bathing platform or any modern flourishes like a beach club, but a folding boarding platform on the starboard side is a very good second-best. It was designed to fold down low to the waterline to make for easy entry and exit to and from the sea, so is an ideal dive platform and makes access to the yacht a breeze from the HTM Custom Tender. It's while out circling the boat on this RIB that the yacht really shines. Her blue paintwork is buffed to dark blue perfection, reflecting the glinting waters of the northern Adriatic. Getting a finish like this on a refit project is notoriously difficult, with old steel and rivets upsetting the eyeline. Here, though, there's no such problem.

"To get what I wanted from a refit project would have required a gamble – you never know what you're going to find beneath the surface. By building my very own classic from the ground-up, I have managed to get the best of both worlds. *Taransay* has all the old-world charm I could ever want in a boat, but I was also given total control of her destiny thanks to starting new and there were no nasty surprises. She also has every convenience of a modern yacht, and the comfort and spaces to rival any other 40 metre," says the owner, neatly answering my initial question.



SPECS

TARANSAY ROSSINAVI



LOA 39.3m

Beam 7.6m

Draught (full load) 2.5m

Gross tonnage
300GT

Engines
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EPA TIER 3, 599kW

Speed max/cruise 14/12 knots Range at 12 knots 3,500nm

Generators
2 x CAT C.4.4,
69ekW, 400V, 50hz

Fuel capacity
45,000 litres
Freshwater capacity
6,000 litres
Owners/guests 10
Crew 7

Tender 1 x HTM Custom Construction
Steel hull;
aluminium
superstructure
Classification
RINA *Hull *Mach
Ych Unrestricted
Navigation AUT UMS

GREEN PLUS
Naval architecture
Rossinavi;
STB Italia
Exterior design
Owner project
Interior design
Studio Tassin

Builder/year
Rossinavi/2015
Viareggio, Italy
t: + 39 0584 384227
e: info@rossinavi.it
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Yachts, heart and soul, since 1980.

Some **masterpieces** are impulse creations, other ones are the result of experience, of a long history made of attempts, passion, constant growth and they prove that **dreams** can become true.







Award-winning design duo Carlo Nuvolari and Dan Lenard tell Stewart Campbell how the best superyachts start with great draughtsmanship, and why computers should be the last port of call



here's something seriously wrong in the world of boat design. Carlo Nuvolari and Dan Lenard, the duo behind Italian firm Nuvolari Lenard, call it "averaging", the abuse of computers in the early phase of a yacht's design. "Look at this shape,"

Lenard says when we meet in the studio's impressive modernist offices not far from Venice. "It's done with my hand, using a spline. A computer is not able to replicate that curve."

Too many designers are starting the creative process on a screen using 3D modelling, the pair insist, and the art of sitting down, pencil in hand, and agonising over a boat design is being lost. Software, meanwhile, has resulted in a market engorged with 3D models, drowning out the quality designs and making them harder to find. "It's bringing it down to what is today an iPod," Lenard continues. "Two thousand worthless pieces of music against one CD you bought on purpose because you wanted that music from that band at that time, you know?" "It's 'averaging'," Nuvolari chips in. "The abuse of 3D modelling is not only damaging yacht design, it's damaging design in general."

There's a thin line between soapbox and pedestal. Which one you're on really depends on your résumé, and this pair's is impressive. When Lenard jokes that he could walk into any marina in the world and get a free lunch, it's funny because it's true. They have thousands of boats on the water, more than anyone else in the game. Who else designs production boats as small as 12 metres for a monster like the Beneteau

Group, but can also claim to have designed the world's biggest sailing superyacht, not once, but twice? Easy: no one. It means you pay attention when they say something is up, and they're both of one mind in their belief that something is most definitely up. They make a fascinating study. Lenard: confident, handsome, expensive haircut; and Nuvolari: pensive, professorial, sleeveless pullover. If they were cars, they'd be a Ferrari and a Mercedes; if dogs, a pointer and a Labrador. However the dynamics of this duo work, they clearly do: they've been together 25 years and rather than their collaborations tiring in that time, you feel the most interesting stuff is to come.

Counted among those projects we're yet to see is Solar, currently in build at Oceanco. This enormous 108 metre sailing boat will be revolutionary. Three DynaRig masts will power the yacht to more than 20 knots, but I'm sworn to secrecy on a few other details (the clue's in the name). It qualifies as the world's largest sailing boat because the only thing bigger with any cloth up, Sailing Yacht A, is classed strictly by its owner, Andrey Melnichenko, as a motor yacht with sailing potential (see page 128). The first time Nuvolari Lenard smashed the sailing barrier was back in 2003 with Perini's 64 metre Felicità West. Twelve years later they've added 42 metres to their record.

Right now, though, I'm just having trouble steering them away from their original point: the problem with yacht design. "You ask any cultured person about any kind of design field and ask them to nominate the most important designs, and they'll always be from the past, because those were emotional objects, crafted by hand," says Lenard. Like a classic Riva? "Exactly. That was a complete expression of one man's idea. He had a guy cutting wood and said, 'No, no, take a little bit more off here." It's a concept they're committed to, says Nuvolari, and

each boat that begins life in the Italian studio is modelled by hand. It's modified with clay until the final shape is defined – and only then is it digitised. "The computer is just at the end. The computer is just the tool to write down the notes of the music," Lenard says.

It's much more costly to design this way, the pair concede, and it's an approach that's almost disappeared, even from the auto world, except at the very high end. "Ferraris are still done like this, with one-to-one clay models. That's why people still love Ferraris. They have a kind of human expression in their design, not a machine expression," Lenard says. "It's not necessarily a criticism of the market, because it's the same everywhere. You can buy cheap food in a supermarket and people buy a lot of it. There is a market for that." The team at Nuvolari Lenard take the same care over their production-boat projects as their superyachts and interestingly claim it's the smaller end that's more risky for designers, hence the lack of big custom-yacht names operating in this segment.

"It's challenging," says Nuvolari. "Not only do you have to design a nice boat, but you have to design a boat that satisfies not just one but many customers, so it's long lasting. You can't fail, because otherwise you endanger the livelihoods of a lot of people." Quite right. The tooling and investment in the product undertaken by yards to produce 50 or even 100 boats is immense. If the model doesn't sell, the financial penalty is huge. Designing a production boat that's not a hit, adds Lenard, is a quick way to guarantee "you won't have a job in the future".

There's a bit more rope in the world of big boats. When designing for

a single owner, you operate largely at his or her whim. "You can't control a billionaire building his boat, it's his decision in the end. He wants it pink, he makes it pink," says Lenard. "It's not often you have 100 per cent control over a design." So far the pair say they've been lucky in their custom commissions, working with "very competent" owners. "We don't attract uninterested people who just want to spend money on an object they think their status allows or forces them to have," says Lenard. "We get really passionate, enthusiastic guys that are open to a free discussion."

Perhaps that's because these owners identify Nuvolari and Lenard as kindred spirits, fellow enthusiasts. Both grew up boating, and get on the water at every opportunity. "Not that we can compete with our larger-boat clients, but we certainly understand what happens on a boat," says Lenard. This isn't something that can be said of everyone operating in the field, adds Nuvolari: "A lot – not all, but a lot – of our colleagues don't go on boats. I can't understand it."

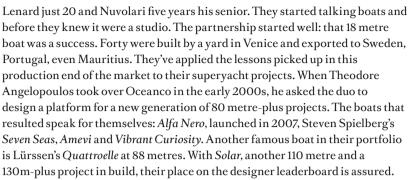
The issue of people designing boats who don't know how to operate them rankles with the duo. "I wanted to propose a single-handed regatta for the design industry. It's a match race. You're a boat designer. You have to be able to handle a 10 metre sailboat. Or if you're not a sailor, here's a 10 metre powerboat, twin engines, no thrusters, and you have to do some manoeuvring – go

out, pick somebody up, moor outside a restaurant, don't damage other boats. It's the only field in the world where the experts are not users," Lenard laughs. "I would be shocked to find a car designer who doesn't drive a car, you know? It's the same with fashion designers. Basically, most of them know how to sew."

The first boat the pair designed together was an 18 metre powerboat. They met at the Genoa International Boat Show in the late 1980s,

They make a fascinating study...
If Nuvolari and Lenard were cars, they'd be a Ferrari and a Mercedes; if dogs, a pointer and a Labrador





Theirs wasn't a quiet entrance into the superyacht world, as you'd expect. In 1998, less than a decade after launching the studio, their first big boat, La

Baronesa, hit the water. Built in Sturgeon Bay by Palmer Johnson, the 59.4 metre yacht was the biggest launch in the US since the 1930s and the world's largest aluminium superyacht at the time. That led to collaborations with CRN, Perini, Amels and Lürssen. It's Palmer Johnson, though, with which the pair are perhaps most closely identified.

One of their early boats with the yard, *Cover Drive* (now *Birgitta*), launched in 2003, was a yacht ahead of its time. "Before that, they were making tri-decks at 40 metres, 45 metres. Good boats, but insignificant boats," Lenard says. "The owner at the time was Mike Kelsey," adds Nuvolari. "A

real gentleman of American yachting and a man with experience. He was lauding his products, but when he met us he said, 'You know, when it comes to our product, it comes down to appearance. We are not going to sell any more of these traditional boats: I need an idea.' So we came out with this 120, the first Palmer Johnson Sport Yacht. And he went for it – he was very brave." Lenard's splines were put to good use crafting the sexy curves of the low-slung yacht, a radical departure for the US yard and anything but average. They went on to create a fleet of boats for Palmer Johnson, designing more than 25 projects and changing its direction totally.

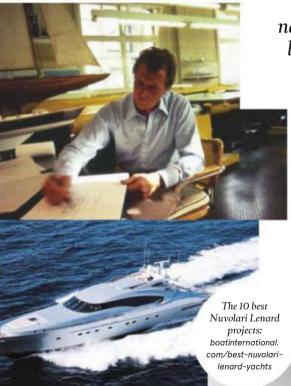
When Cover Drive was on the drawing board, Nuvolari Lenard was still a young company, run by

two young men designing very big boats. Not long after the turn of the millennium, this was recognised formally at a design awards event in the US. Sitting at their table was another man horrified by the average and, for both, a pioneer: Jon Bannenberg. "He got the lifetime achievement award and we got the newcomer award, like the passing of the torch," Lenard says. "I gave a speech saying we seemed to be doing projects that were in metres double our age. When we were 30, we did a 60 metre, and at 32 we did a 64 metre." They blew that formula some time ago, but nowadays it's not just a length game. This pair are in it to create designs that survive, that are remembered. "If you look at yachts from the 1930s and the classics since, they were not classic at the time, but ultra-advanced yachts. The epitome of engineering," Nuvolari says. "The others are forgotten. The average, no one remembers them."

One surprising source of inspiration is the tea clipper Cutty Sark. Nuvolari

makes regular pilgrimages to London to see the yacht, built in 1869. "If you're sitting in the coffee shop, you look up at her and see her lines, and are amazed how beautiful they are, especially given the building materials: heavy oak and steel frames," he says. Designed by hand, using traditional methods, but representing the most advanced technology of the time. It's like a mantra for this Italian studio. And *Cutty Sark*'s designers didn't even need a 3D rendering.

"Jon Bannenberg got the lifetime achievement award and we got the newcomer award, like the passing of the torch"



From top: Palmer Johnson's 65m aluminium Lady M; cinema aboard Quattroelle; the five-deck 86m Seven Seas; the inspirational Jon Bannenberg; Birgitta (ex-Cover Drive); Cutty Sark, another old-school inspiration



PERINI NAVI,

absolute freedom





Dedicated to the owner's wife, Forever One is not just a home on the sea, but a designer masterpiece, created to stand out

Words – Maria Roberta Morso

Photography - A&B Photodesign; Stuart Pearce



here is very little about the 54.6 metre ISA Yachts Forever One that conforms to what we are used to seeing in a superyacht. With her imposing volume, more than 1,050 gross tonnes, lofty bow and flashy white and red livery, Forever One stands out wherever she goes and rarely leaves people indifferent.

Passion seems the most appropriate word to use when describing the yacht's build. The project stems from an experienced Mexican owner, Bruce Grossman, who entrusted Fernando Nicholson of Camper & Nicholsons International and designer and naval architect Horacio Bozzo to fine-tune his ideas.

"Bruce was adamant that the design should be both unique and reliable," says Nicholson. "He wanted a yacht that distinguished herself from the crowd, the right place to spend long, relaxed holidays with his beloved wife, Elsa – the 'forever one' to whom the yacht is dedicated. He wasn't interested in building a yacht with resale in mind." Thinking about resale value and charter use, as most owners do at the time of purchasing a new boat, would have affected design and layout options, and Grossman didn't want such constraints.

The Grossmans owned several yachts before this, the last being a sporty jet-driven Mangusta 130. "My wife and I spent memorable holidays on board our Mangusta, but despite our enthusiasm, the Mangusta didn't suit our needs any longer," Grossman says. "We needed a large displacement yacht that might allow us to sail comfortably whatever the season and weather. As we spend months and months on board our yacht, just the two of us or together with a restricted number of friends, my new *Forever One* had to be a floating home. The projects brought to my attention by many reputed shipyards and designers neither matched my needs nor expectations. I wanted a yacht that was shaped on our lifestyle. We do love having both private and social areas providing us with all comforts, space and amenities we are used to at home."

Bozzo, an Argentine naval architect and designer based in Italy and founder of Axis Group Yacht Design, had already worked out a concept with Nicholson for a yacht featuring an almost-reverse bow, massive volume and muscular exterior lines. When they showed their idea to Grossman it was love at first sight. The winning concept rapidly evolved into a project and ISA Yachts was entrusted to build it. Throughout the project's development, the overall design remained



Left: the beach club is a masterpiece of design and detail and also features folding doors at the rear and side.
Above right: Horacio Bozzo's muscular design is accented by the red and white livery. Right and top left: cosy social spaces are the signature of this boat















nearly untouched while the interior layout took shape according to her owner's input. With the creativity of a passionate designer and the meticulous approach of a naval architect, Bozzo designed everything down to the smallest element; he provided the builder with detailed instructions on how to build the complicated transom door, as well as how to align the coaming with a hinge or handrail socket.

Bozzo also created hundreds of sketches and renderings and discussed every detail with Nicholson, the owner's captain Colin Skinner and the yard's technical department. The owner, initially closely involved in refining the concept, left the project's management to his trusted team.

Forever One is a complex yacht whose massive volume encompasses very large folding balconies, gullwing side hatches that required considerable research into longitudinal and torsional bending forces, and an articulated transom that opens up as a magnificent on-the-water lounge.

This beach club is a bold statement of design and technical skills. Grossman asked for plenty of cosy social areas, so its interior was designed and furnished as an area that can be used when under way. A window and a hatch that hinges upward allow fresh air and light into the room. Teak panels cover both window and hatch to form an extended, flush, walkable area when the door folds open at anchor.

As the project took shape, Alessandro Massari, a young and talented designer, joined the team with the mission of defining *Forever One's* interior décor. The main saloon sets the tone for the inspired, refreshing interior design.

With its Hamptons-style, shore-inspired colours, the interior is bright and breezy. Discreet window treatments let plenty of natural daylight pour in. White, creamy hues of seashells, whalebone, rich earth and sand colours make up Forever One's palette. Dark-brown wood frames the predominantly white fabrics, furniture, doors and walls with hints of colour brightening the scheme. The grand saloon on the main deck doubles as a cinema. Full-height glass sliding doors open onto side passages and fold-down balconies that, when opened at anchor, double the room's width. The weathered dark-oak floor is a tactile experience for bare feet.

A full-beam, multi-purpose dining room is located in a separate area on the main deck, forward of the large lobby and the round glass lift that connects all decks. In this dining/lounging room, standalone furnishings allow small groups of guests to pursue different activities at once.

Alongside a custom square dining table, which can be extended to host up to 12 guests, this homey environment encompasses a games table, armchairs, comfy sofas, plus a bar with high stools. Forever One has five bars so guests can be served quickly and easily on all decks, both inside and outside. Guests have at their disposal versatile indoor areas and expansive exterior living spaces, and anyone who wants to will find nooks where they can relax.

"On board Forever One, I want to offer my guests the best comfort and amenities," says Grossman. "I love to spend time in good company; nevertheless, my wife and I need our privacy. This is why we have our own apartment on the upper deck aft, where on a yacht of this size, a panoramic saloon would normally be. Abaft our suite, a lounging area opens onto the aft terrace. This is our intimate retreat." The master suite also includes his-and-hers large bathrooms, two walk-in wardrobes and a room dedicated to his shoe collection.

As Forever One is not meant for the charter market, this yacht only has three large guest suites, all on the lower deck. A fourth room is fitted with high-end gym equipment. On the same deck, the roomy bow shape allows for comfortable crew quarters encompassing six double cabins, a generous dinette and a pantry directly connected to the galley on the main deck. Besides being spacious, the crew quarters boast a finish and joinery comparable to guest areas.

"Our crew is at our disposal all year round, and the yacht has to be perfectly maintained and ready to leave whenever we decide," Grossman says. "We take into great consideration captain and crew, so as we spend prolonged periods on board, sometimes we go ashore in a hotel to give them a little rest."

From the crew area, a flight of stairs leads to the bilge deck with abundant storage, refrigerators and freezers, cold rooms and laundry. On both sides, stabiliser compartments are easily accessed. A split-level engine room houses two Caterpillar 3512C engines producing more than 1,900 horsepower each – ensuring her top speed of 16.5 knots.

Forever One's maiden voyage took her owners north to Venice in the Adriatic Sea. They were delighted with the yacht's performances in all conditions and reported how comfortable they felt in their new floating home. She has indeed proven herself to be a special, life-enhancing yacht.



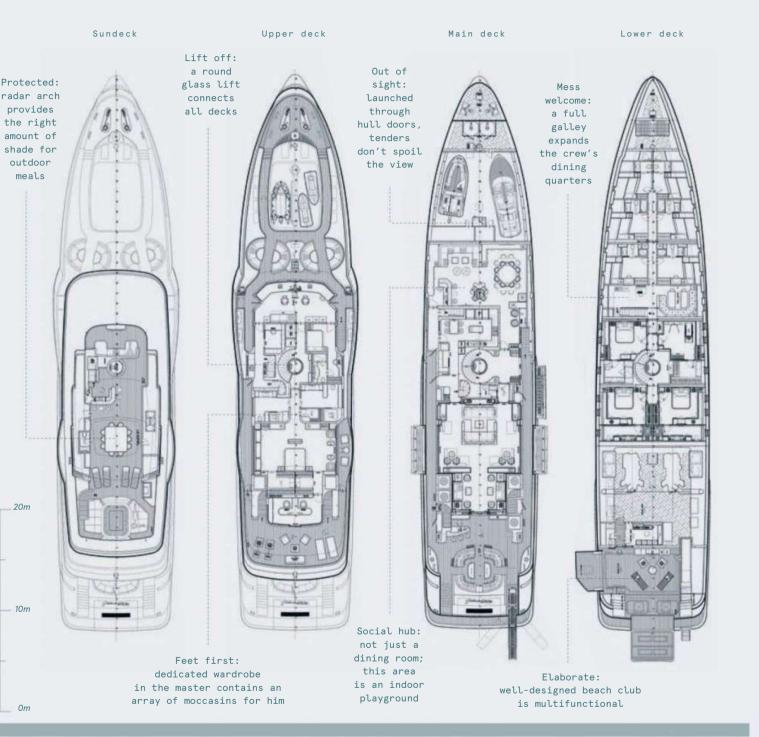




Although strictly a private yacht, Forever One doesn't lack in any way; her expansive decks have room for a large spa pool in a nest of sunpads and her well-finished beach club is a tour de force

SPECS

FOREVER ONE ISA YACHTS



LOA 54.7m LWL 53.7m Beam 11.6m Draught (full load) 3.1m Gross tonnage

Gross tonnage 1,050GT Engines

2 x Caterpillar 3512C 1,910hp Speed max/cruise 16.5/15 knots

Range at 12 knots 4,200nm Generators

2 x 175kW Cat C9; 1 x 82kW C4.4 Fuel capacity

120,000 litres

Freshwater capacity 20,000 litres Tenders

1 x 8.2m Riva Iseo 27; 1 x Novurania

Owners/guests 8
Crew 13
Construction
Steel hull;

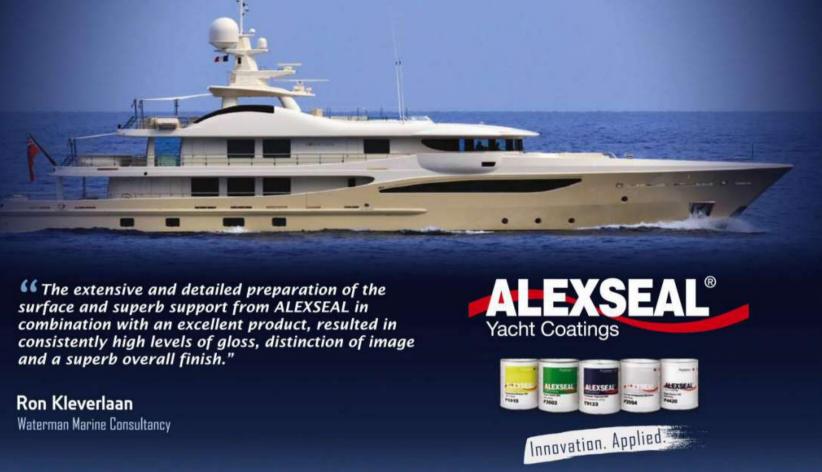
aluminium superstructure Classification

C, *HULL,*MACH, YCH MCA, Unrestricted Navigation, AUT-UMS; MCA LY3

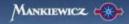
Naval architecture Horacio Bozzo Design; ISA
Technical Department

Exterior design
Horacio Bozzo
Design
Interior design

Interior design Studio Massari Architecture & Design Builder/year
ISA Yachts/2014
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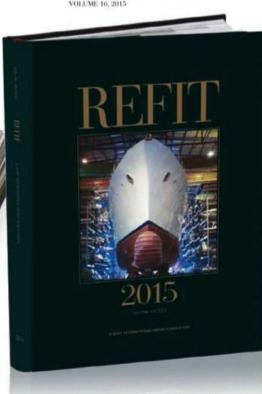


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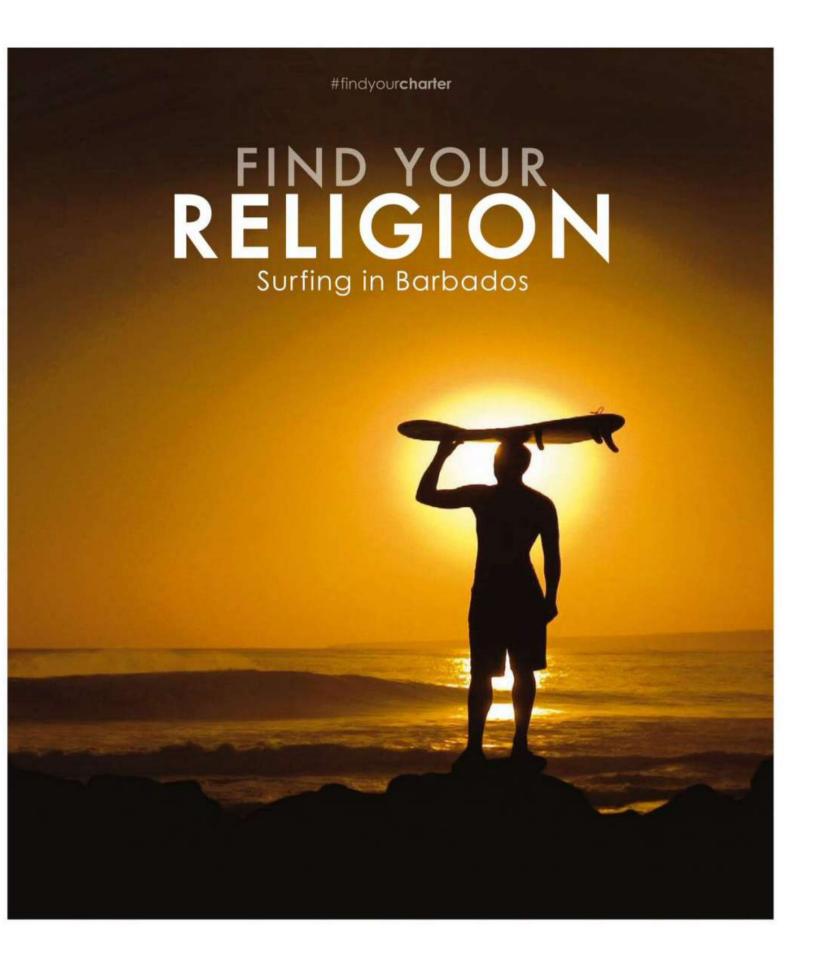






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YOYAGE

SPEARFISHING WITH OWNER CHAPMAN DUCOTE, THE BEST WAY TO FISH IN THE CARIBBEAN, PLUS THE INSIDER'S BAHAMIAN FISHING CRUISE

Edited by - Caroline White

Best by boat

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Thirty metres below.

One fish.

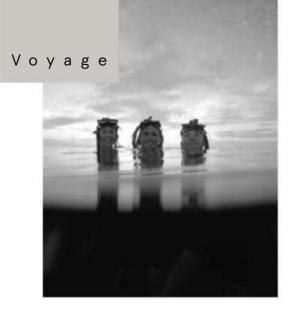
One spear.

One hunter.

ONE BREATH

Daredevil superyacht owner
Chapman Ducote and writer Shayne Benowitz
brave the Bahamian depths to discover why
spearfishing is increasingly luring
adventurous owners overboard





IN SPEARFISHING, THE ACTION HAPPENS FAST...

I'm swimming next to Chapman Ducote at a spot known as Silver Hole in the Bahamas' Cay Sal Bank. His dive buddies Ian Miller and Rodrigo Franco circle us. The water's deep and the visibility isn't as good as expected. I can see for maybe six metres but the ocean floor is another six below that and then the blue hole (a deep sinkhole) drops hundreds of metres below that ocean floor.

When Ducote dives, I dive too, practising what he's taught me about prepping my breath, clearing my ears, taking a straight-down approach and counting my kicks.

The ocean reveals itself in layers. I spy the sandy sea-floor and a patchwork of coral heads along the edge of the abyss. Shafts of light refract through the cloudy water to where the bottom falls out. Maybe I'm nine metres deep. I hang for a moment and watch Ducote continue his free-dive into the hole on one breath, his three-metre Riffe pole spear in one hand. He looks like a toy diver in a child's aquarium. I dolphin kick to the surface and look down at the action below.

A school of snapper with brilliant yellow tails shimmers past us, then there is the whistling of a weapon fired underwater and the shock of the fish dispersing. Franco has a fish wriggling at the end of his spear.

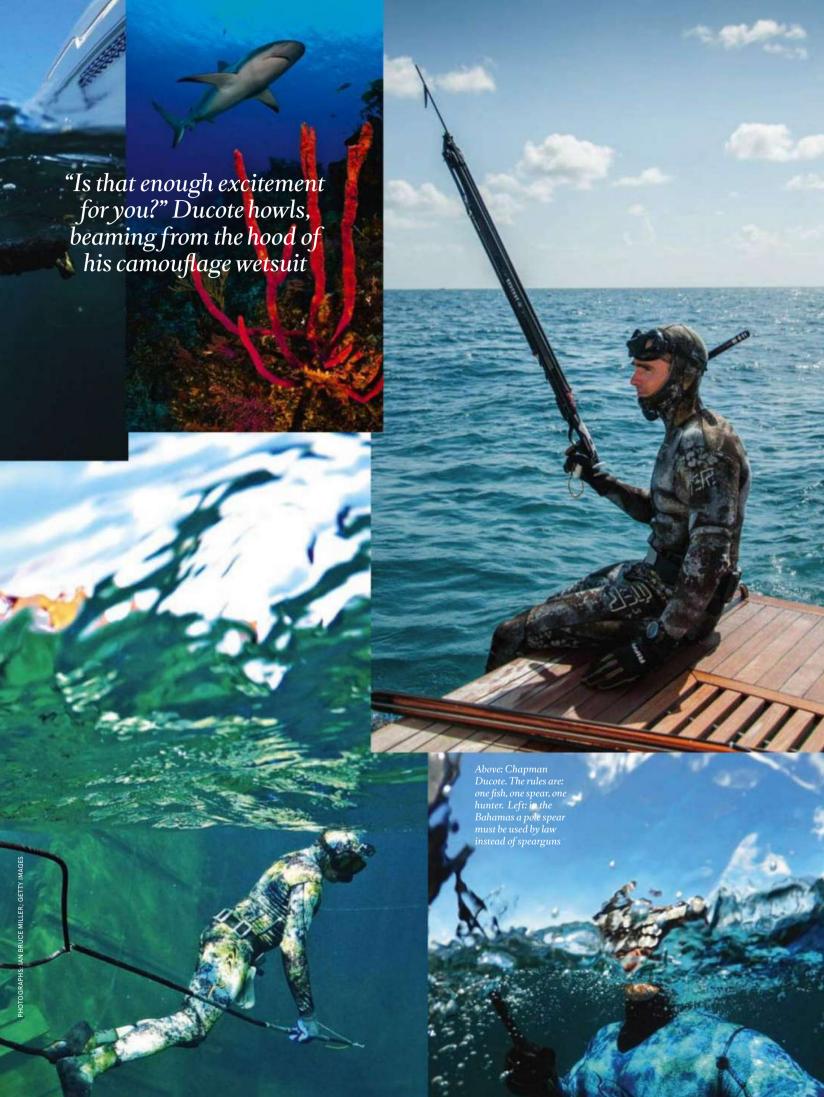
In an instant, the bull sharks are on us. Three of them, big – two or three metres long – dart at Franco like torpedoes. I hang back with Miller, manoeuvring myself around him, trying to keep my distance and stay calm, repeating, "OK" through my snorkel like a mantra.

Ducote swims into the fray as Franco forfeits his fish. One shark circles back aggressively at Franco's feet and he kicks at it repeatedly with his fins as another shark buzzes his side. On the shark's next approach, Ducote is there with his spear and hits it square in the nose, bending his pole. I peer above the water and, blessedly, the boat is right there. We hoist ourselves on to the teak platform of Ducote's Delta 54, unscathed and out of harm's way. "Is that enough excitement for you?" Ducote howls, tossing his mask and snorkel on to the platform, his bright smile beaming from the hood of his camouflage wetsuit.

These brushes with sharks don't faze Ducote and his friends, all experienced spear fishermen and free-divers who set off from Miami to the Bahamas every chance they get. And this wasn't the first or last encounter with sharks on our three-day journey through Cay









Left: loggerhead sea turtles on the march. Right: Ducote (on left) with Rodrigo Franco (also bottom right). Bottom: Ian Miller with a permit and yellow jack

Sal Bank, a largely uncharted area of 46 square nautical miles in the southern Bahamas, only a few miles north of Cuba.

The sport involves diving to depths of more than 30 metres on one breath of air, with nothing more than a mask, snorkel, weight belt – and spear. Most of our dives on this trip are in nine to 18 metres of water and the guys stay under for an average of a minute each dive. They're on the hunt for fish we can eat for dinner: blackfin tuna, grouper, wahoo, mackerel, permit, hogfish, snapper, mahi-mahi, African pompano and yellow jack.

When I ask Ducote if he has any interest in more traditional fishing, with a rod and reel from the back of the boat, his response is emphatic.

"No, not at all," he says. "We don't even have fishing poles on the boat. There's too much waiting around and it's not athletic enough. You're just sitting on the back of the boat drinking beer, waiting for something to happen. I don't have the patience for that."

Spearfishing has an appealing simplicity and intensity of action. Although it has morphed from ancient hunting method to hobby, been upgraded in the 21st century with the invention of goggles and supercharged by mechanically powered spearguns, in essence it is about one fish, one spear and one hunter.

Aside from his other boat, the classic 24.69 metre Feadship Anahita V, Ducote's interests are as high-octane as the state-of-the-art Swedish yacht on which we're cutting through blue Bahamian waters. A decorated professional racing driver and entrepreneur based in Miami, Ducote's preferred speed is fast. The New Orleans native has been

on the water as long as he can remember: he had his own three-metre Zodiac at four. Today, at 39, as Delta Powerboats' first North American distributor, he's like a kid in a sweetshop. "I always wanted to be in the boating industry, but I didn't think I'd be there by 40," he tells me.

We've made our way to the western stretches of the bank and anchor near the uninhabited Cay Sal island just before sunset. The coolers are full of yellow jack, grouper, a giant permit and more spiny lobster and conch than we can count. The sunsets here are brilliant and this one ends in the fabled green flash, the denouement of the sun's disappearance beyond the horizon as an instantaneous neon spark.

We begin our nightly ritual of prepping dinner. The guys clean the fish while I chop vegetables and squeeze fresh lemon and lime juice for conch salad and yellow jack crudo. Lobster tails and permit fillets are slathered with butter and flame grilled, with Brussels sprouts and shishito peppers. Food doesn't get fresher than this.

After dinner, we climb to the cushions on the bow and gaze at the night sky. Free of light pollution, the Milky Way's band of stardust







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SPEARFISHING

The dos and don'ts

DO

Get trained in free-diving technique "Going at it without a solid foundation is dangerous," says lan Miller. World-class instructors, such as 13-time spearfishing world record-holder Cameron Kirkconnell (cameronkirkconnell.com) teach the skills needed. Get the right gear This includes snorkel, mask, fins, dive suit, weight belt and floats. Spearguns are prohibited in the Bahamas, so divers must work with pole spears or Hawaiian slings.

Know your fish It's important for conservation and sustainability, as well as ensuring you abide by local fish and wildlife service regulations, which dictate seasons and size requirements for species.

DON'T

Cower at the sharks "You have to show them you're alpha," Ducote says. "If a shark comes at you, swim towards him and assert your dominance." A person has a large presence in water. Most sharks take note.

Dive alone "It's a death wish," Ducote says.

Shallow water blackouts can occur on returning to neutral buoyancy after a deep dive, when the brain is deprived of oxygen. "Only a vigilant dive buddy can assure your safety," Miller adds.

Drink and dive "Free diving is best enjoyed fully alert and sober," says Miller. "You don't need a drink to be entertained, adventurous or relaxed, just a pair of fins, a mask and a snorkel." is clearly visible and shooting stars cross the bow. The only hint of civilisation is a glow on the southern horizon, the lights of Havana.

"We've got to stay another night," says Ducote in the morning, with his devil-may-care demeanour. The boat's cruising in 24 metres of very clear water and we can see straight to the bottom. Compared to the confused seas and wind chop on day one at the blue holes, it's flat calm now, with the rocks of Elbow Cay starboard, protruding from the water like a spine. We're the only boat in sight.

We stop to drift dive for about a mile, floating with the current and observing the world below: a giant stingray flutters along the ocean floor, a nurse shark snoozes by a patch of sea grass, a loggerhead sea turtle paddles to the surface. The water is brimming with lobster and we add to our bounty.

The Gulf Stream is with us on the three-hour journey back to Miami the next day, kicking our cruising speed up to 38 knots. After three full days in the water, the guys average about 100 dives each and the boat will have traversed close to 400 nautical miles. Franco holds the depth record at 29 metres, set while going after a giant lobster inside Shark Hole, and also the duration record at more than four and a half minutes on one breath, set while hunting lobster in a coral cave.

We come across a weed line – an accumulation of seaweed floating on the surface in a long, thick line shaped by the currents – and the guys hop into the velvety ribbons with their spears. "This is where we see tiger sharks," Miller warns me. I hang back on the deck. They're on the hunt for mahi-mahi and giant tuna, pelagic fish known to skirt the weed lines of the Gulf Stream. In five minutes, they spear five mahi, holding the electric yellow fish overhead before tossing them on to the platform.

We've been under way for only a few more miles when someone spots a pod of Atlantic bottlenose dolphins. This time I squeeze into my fins, grab my mask and snorkel and jump in with everyone – tiger sharks be damned. We swim towards the pod and get close enough to dive alongside them for a few metres. Everyone comes up for air as the dolphins swim away, but our timing is perfect for the sunset. We tread water, the open ocean plunging hundreds of metres below us, and watch.

On the bow, under the night's sky with the Florida Keys glimmering to port, Miller mentions that the three bull sharks incident back at Silver Hole ranks in his top three shark encounters. So what are one and two? "Coming face to face with a three-metre tiger shark," he tells me. "And the time I shot a fish and two bulls went for it at the same time, smacking into each other at full speed right in front of me."

Lying on my belly on the bow, I can't decide if I'm freaked out, or if - as I hope - I've joined the tribe of divers who stay cool when confronted by an angry shark. It wasn't that scary, I tell myself. Or perhaps, more truthfully, swimming with sharks lurking in the shadows is scary as hell. And that's why they do it.

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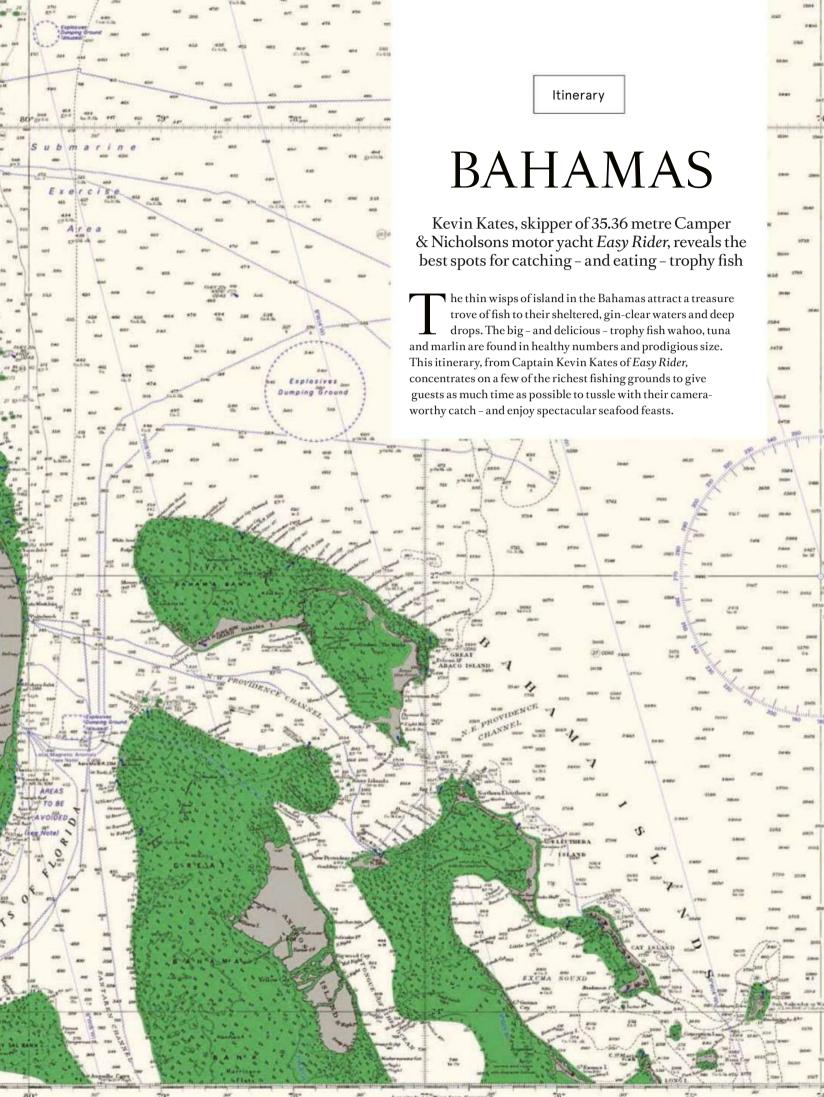
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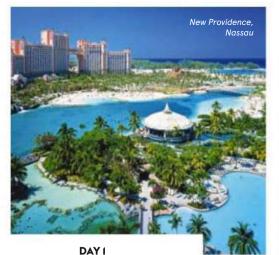
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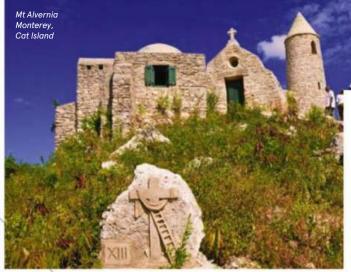








Arrive at Nassau and settle on board Easy Rider at Atlantis Marina before departing for Cape Eleuthera Marina, where the yacht will spend the night, lapped on two sides by the glassy blue waters of Exuma Sound and Rock Sound. Enjoy a chef-prepared dinner while watching the first of many island sunsets.



DAY 2

► Depart on the Invincible tender to fish marlin, yellowfin tuna, dorado and wahoo at The Bridge, a 10 mile-wide inlet by Eleuthera. The yacht, meanwhile, moves to a tropical anchorage at Tucker Point on Cat Island. After returning for a fish lunch on board, guests spend the afternoon exploring the island's rich history of adventurers, slaves and buccaneers. It remains much as it was when Columbus discovered it, a boot-shaped island of rolling hills, dense woodland and isolated beaches.

DAY 4 ▶ Guests head out by tender to Devil's Point to "deep drop" the tides for snapper and grouper. Deep dropping with electric reels allows fishing from 150 to 365 metres without having to

retrieve the catch by hand. The chef cooks the catch for



The yacht remains at anchor at Tucker Point while the tender takes guests a few hundred metres to enjoy world-class fishing near Tartar bank at southern Cat Island, where guests hunt trophy sized blue marlin, white marlin, yellowfin tuna, wahoo and dorado. After lunch, spend the afternoon on paddleboards and jet

DAY 3

lunch. Later, guests snorkel the coral heads looking for lobster or, if spearfishing, hog snapper, mutton snapper and grouper. Guests enjoy a seafood banquet and spend the night at Cat Island. skis or snorkelling. Overnight at Tucker Point.



DAY 5

▶ Invincible takes guests fishing to San Salvador for trophy wahoo, blue and white marlin, yellowfin and blackfin tuna and dorado. The yacht relocates to an anchorage on San Salvador. Another afternoon playing with water toys before enjoying more lobster. Spend the night at a secluded anchorage.

Snorkellers look for lobster and snapper near Devil's Point

DAY 7

▶ Return to Nassau Atlantis Marina (left) and depart at leisure.





▶ The yacht remains at the anchorage while the tender takes guests to Pinnacle Rock, 15 miles north of San Salvador and other rich fishing spots around the island to target blue and white marlin, yellowfin and blackfin tuna, dorado and wahoo up to 72kg. Explore San Salvador and take an excursion to Club Med for shopping and dinner.



www.boatinternational.com | November 2015

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MAKES SCENTS

Perfume's enfant terrible, Barcelona native Ramón Monegal, is striking out against globally homogenised, big brand perfumes with a series of scents made for specific countries. This winter the rich, smoky Bravo is released exclusively in the UK. It's the right kind of London fog. harrods.com



SPA STAR

Spa consultant Barry Warrington – responsible for Chiva Som and Six Senses – has opened a new haven at Loama Resort in the Maldives. The spa promises lavish treatments with a local focus, plus products made from ultra-pure regional plant essences. Tell yourself it is a cultural experience.



SUITE FRANÇAISE

In Sri Lanka, the beach house Nerissa has been added to the SJ collection of rental villas: an oasis of Parisian chic amid lush gardens. Built in the south by a French architect using reclaimed local doors, window frames and tiles, it's a colonial hideaway overlooking a white-sand surfing beach. sjvillas.co.uk



BETTER MEMORIES

Scared of selfies? Fairmont hotels has partnered with the photography service Flytographer to arrange customised photo-shoots with a skilled photographer at more than 35 locations around the world. Tell your friends you took them. flytographer. com/fairmontmemories

TRAVEL NEWS

The latest must-have accessories, remote getaways and top travel tips



INTO THE WILD

Adventurers take note: Aqua Expeditions has relaunched both of its superyacht-standard river cruisers after refurbishments. Boasting an onboard naturalist and swanky suites with massive windows on to the jungle, it's a hassle-free alternative to steering your own yacht into the unknown. aquaexpeditions.com

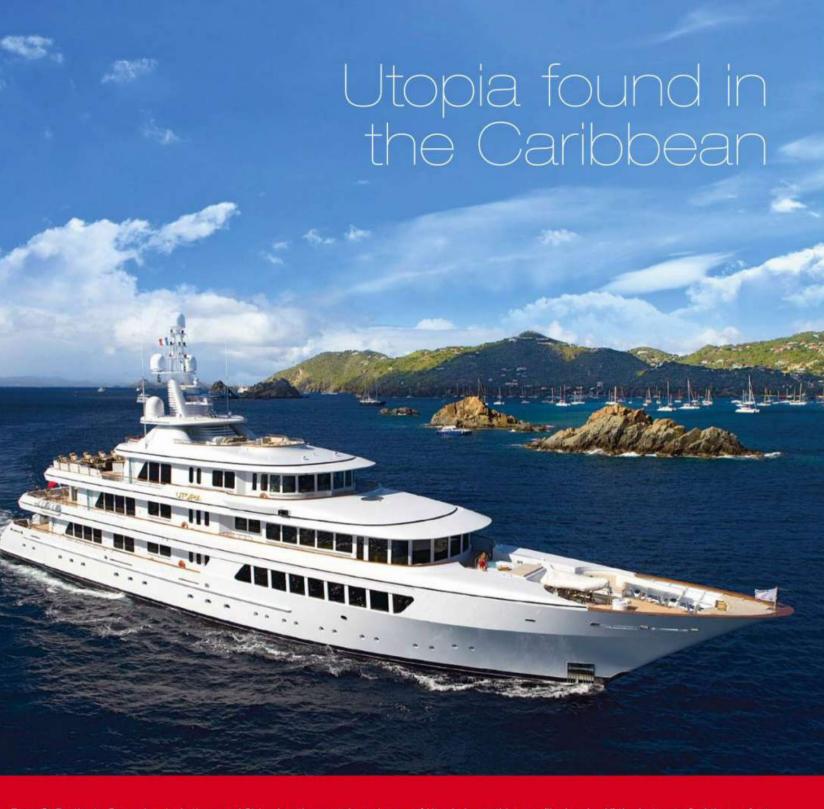


TOP GEAR

It's chic, neat and beautifully organised: Maybach's new Traveller I suitcase is perfect for a weekend cruise – or to throw on the back seat of one of the brand's luxury cars.

The soft calfskin bag in a pearly grey contains two compartments as well as leather straps.

maybach-luxury.com



From St Barths to Grenada, via Antigua and St Lucia – the captain and crew of Utopia know this area like locals. All the better to find the perfect place for what you have in mind any time of the day. So much space, inside and out is crowned by a duplex sun deck with a Jacuzzi 15 metres above sea level. This winter, unwind on 72 metres of Utopia.

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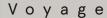
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When to go Fishing, like nature, is cyclical. If you want to go fishing at a specific time, check what's "running" in your chosen destination. Or, if you have a specific type of fish in mind, look online and see its migration pattern to determine when you should make your travel plans. An easy cheat is to search the internet for fishing tournaments in the area you want to visit - these always run at the height of a season.

The eastern Caribbean specialises in the larger offshore pelagic fish such as marlin, sailfish, tuna, wahoo and mahi-mahi, and big game runs best from January to the end of April. The western shores and Trinidad offer great fishing year-round. Inshore, in the western Caribbean, there's fishing for smaller gamefish such as snook, tarpon, grouper and hog snapper – all great spearfishing quarry as well.





Lures can be useful, although many fish will strike at anything

What to take Do some homework as to the favoured dive sites around your destination – and a planer board towing a diver behind your boat can be very helpful to spot lesser-known sites. Snorkelling to find concentrations of fish can also be helpful, but a Brownie's Third Lung (which supplies air from a floating compressor, via a hose) is ideal for quick underwater exploration; entry and exit is fast using surface air.

Spearguns: these come in several forms, from simple to complex. Simple consists of a fibreglass or carbon-fibre pole with a rubber loop on one end and the spear tip on the other. A step up from this is a Hawaiian sling, a tube with a rubber loop on one end. Fit the spear through the tube and set it on the rubber loop. Pull back and release to fire. More advanced spears can be spring- or pneumatic-powered.

Speargun tips: they come in three basic forms: cluster, trident and

harpoon tips. The first two have several prongs and should be used for shallow-water reef fishing. Always bring several tips with you because if you miss a shot the tips can get dulled quickly. The harpoon tip is the fastest and best for deeper water and larger fish. Have a variety of spearguns on board because some places limit you to a pole spear, or Hawaiian sling.

concentrations of fish can expose new sites. Right: a Bahamiar reef and (below) a Grenadian beach

Trolling tackle: Unless you are aboard a sportfishing vessel, you may want to consider simply attaching a heavy duty reel to one of your boat's rails. I suggest using a 40kg line and an artificial trolling lure. Lure selection, believe it or not, isn't crucial. Passing fish in feeding mode will strike anything that crosses their path – lures are designed to catch fishermen more than fish. Set the drag on the reel for about 10 per cent of the line strength.

Spinning tackle: Spinning gear works best when you come upon a school of fish (such as mahi-mahi or tuna) and pull up alongside. You'll also frequently find fish beneath weedlines and other flotsam and jetsam. Fish love structure and shade, it makes them feel more secure. A sturdy rod with a 15 to 20kg line and a plug or a lead-head jig works best here. Also, you'll want some good leader material between the line and the hook. A tackle shop will be able to set all this up perfectly.



Carbon fibre pole spear, by Riffe, speargun.com





Fish found in Caribbean waters include, left to right, mahi-mahi, king mackerel, sail fish and blue marlin



Where to go Find big game fish along the Atlantic (windward) sides of almost every eastern Caribbean island. Most also have decent reef fishing on the leeward sides. Many don't allow spearfishing. Grenada, Martinique, Tobago, St Thomas and the British Virgins, Puerto Rico and the Dominican Republic are all homes to world-class fishing operations. Tobago's sibling, Trinidad, is one of the finest year-round tarpon fisheries in the world.

Nearby, Venezuela's La Guaira Bank (near Caracas) has long been a Mecca for fishermen who seek plentiful marlin, tuna and sailfish.

Spearfishing is nonexistent. If casting a fly to bonefish is more your thing, try a visit to the beautiful Venezuelan Los Roques islands. This archipelago attracts the savviest anglers from around the globe for a year-round fishery. Venezuela also holds sway as one of the top (in terms of numbers and size) bonefish spots on the planet.

LIONFISH

Invasive and aggressive lionfish are the exception to the no-spearfishing rule in many parts of the Caribbean



Further west, in Central America, every country from Panama to Mexico has Olympic-calibre light-tackle (under 15kg line) fishing. And so they should, having the secondlargest barrier reef in the world (the Mesoamerican).

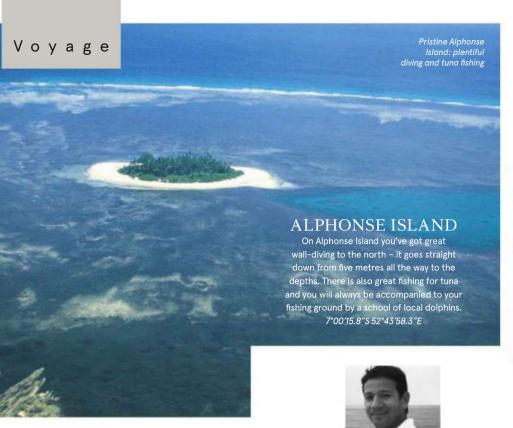
Spear fishermen should be aware that many governments no longer allow spearfishing in their waters - divers' favourite, the ABC islands (Aruba/Bonaire/Curação), is one such example. The US Virgin Islands do allow spearfishing but others restrict it just to free-diving - no scuba. Recently, however, numerous Caribbean governments have opened up spearfishing for one specific species: lionfish, an aggressive, invasive species that is destroying reef life from the Carolinas of the United States down through half of South and Central America.

where spearfishing is banned. It is legal in the western Caribbean. Fish here include hog (left) and bluestriped snapper (below)

Above: Aruba,



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PETITE ANSE

To enjoy the local fish, anchor off the gorgeous Petite Anse on the west coast of Mahé and head for Bourzwa Restaurant, which is the name of the local red snapper.

Here you get typical and traditional creole cuisine and, because it is perched up high, you also get great views of the beach and coastline.

4°45′14.8″S 55°27′53.7″E



re and try locally

BIJOUTIER

Bijoutier is a picture-postcard tropical island. with palm trees and sand dunes. Its sister island, St François, is gaining a reputation as one of the most successful bonefish fishing islands in the world - a challenging sport that involves very thin lines and casting. It's all catch and release - watch out for several resident giant trevally that have special names.

7°04′04.3″S 52°44′04.4″E



FARQUHAR ATOLL

The main island of the Farquhar atoll, lle du Nord, has a strange character. It got a good bashing in a cyclone in the 1960s; all the coconut trees went down and the waves reshaped the island from a long strip into a semi-circle. Its wildlife is the big draw: turtles and birds. 10°06′47.8″S 51°10′29.4″E



MAHÉ

Mahé, famous for its surrounding coral islets with stunning beaches, also has fantastic marlin fishing. It regularly hosts international competitions and holds numerous International Game Fish Association world records. It is not well known for huge trophy marlins, but makes up for this with numbers: one can regularly get marlin of 100 to 250kg. 4°45′14.8″S 55°27′53.7″E



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Jonathan Adeline, captain of 37m

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Property

Berth and turf

The hottest hangouts on this glamorous Caribbean island are a stone's throw from the ultra-swish Palazzate, says *Francesca Steele*

LOCATION, LOCATION

Palazzate is a huge new beachfront property that sits on the swanky west coast of Barbados. It is just a short drive from the trendy bars and restaurants of

Holetown, golfers can head to nearby Sandy Lane and the Limegrove shopping centre is home to brands such as Cartier and Bylgari.

WHAT'S INSIDE

...a coral stone exterior and luxury interiors in Italian marble and local mahogany. Palazzate has four five-

bedroom apartments of about 1,200 square metres each: perfect for large families, plus extra room for visitors and staff. No planning permission is needed if you want to knock it through into a single mansion. There is a pool for each apartment plus a spa, gym, prayer room and even a 1,900-litre fish tank. Outside are gazebos among the palm trees and ginger lilies.

HOT HANGOUTS

Arguably the best food and coolest bars in the Caribbean are nearby. Try freshly caught seafood



Holetown, or head further south for Bajan classics such as flying fish on the flower-filled patios of Brown Sugar. Sip cocktails and nibble tapas into the small hours at the elegant Red Door Lounge

in Holetown.

MOOR UP

Four berths at nearby Port Ferdinand are included in the price.

\$125 million with Alistair Brown, +1 246 262 8112. Francesca Steele is a property writer at The Times.



Marina of the month

Capella Marigot Bay, St Lucia

Cast off for world-class fishing from this Caribbean "hurricane hole" marina

WHERE

Set among the Windward Islands, St Lucia can be explored from welltrodden Caribbean cruising grounds to the north, but feels as if you have sailed all the way to the South Pacific.

USP

Capella Marigot Bay Marina offers a naturally protected "hurricane hole" port on St Lucia's east coast, close to the top spots for catching big billfish.

WHAT'S NEW

Recently revamped by new owners, Capella offers five restaurants, jewellery and fashion boutiques and a wow-worthy infinity pool overlooking the marina. A personal assistant for each guest ensures visits are flawless.

YACHT FACILITIES

The protected marina accommodates yachts up to 80 metres in 42 berths. Having Customs and Immigration on-site makes clearance a breeze.

AND WHILE YOU'RE THERE...

ORGANIC DINING WITH A VIEW Jade Mountain

Preparing gourmet dishes with vegetables from its garden, the hotel's restaurant has enviable views of St Lucia's Pitons. jademountain.com



4 Yacht Marine



VIUDES 45 M.Y. PRIDE

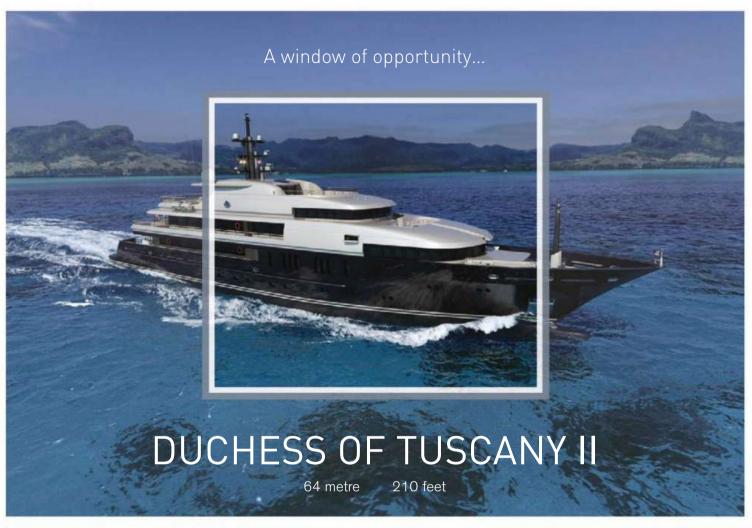
Builder: Viudes Yachts | Classification: Lloyds Register +100A1 MCH MCA LY2 | LOA: 44,8 m | Beam: 9,5 m | Draft: 2,6 m | Displacement: 420 T | Gross Tonnage: 496 GT | Engines: 2 x CAT C32 Acert Stabilizers: 2 x Quantum 1800 QC | Fuel capacity: 80000 lts | Fresh water capacity: 7800 lts | Cruising Speed: 12,5 knots | Max. Speed: 14 knots | Range at cruising speed: 3200 nm Range at economical speed (10 knots): 5200 nm | Accommodation: 2 Master cabins and 4 guest cabins | Price: 19.800.000 €

















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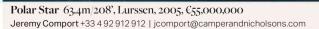




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 $\label{thm:condition} \textbf{Tales } 53.4\text{m}/175\ensuremath{'2}, Proteksan Turquoise Yachts, 2002, C15,000,000 Vat Paid James Rayner + 33 4 92 912 912 | jrayner@camperandnicholsons.com$

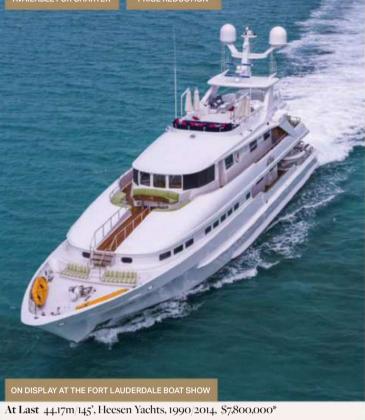
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Lulworth 46.3m/151'9, White Brothers, 1920/2012, £10,800,000 Mark Hilpern +44 20 7009 1950 | mhilpern@camperandnicholsons.com



At Last 44.17m/145', Hecsen Yachts, 1990/2014, \$7,800,000* David Gennett +1 954 249 2860 | dgennett@camperandnicholsons.com Andrew LeBuhn +1 415 407 9915 | alebuhn@camperandnicholsons.com



 $\label{eq:well-energy} Wellenreiter~46.1m/151'2, Jongert, 2003, £7,500,000 \\ \text{Alex Lees-Buckley} +377\,97\,97\,77\,00 \mid \text{aleesbuckley@camperandnicholsons.com} \\ \text{Gaston Lees-Buckley} +33\,4\,92\,912\,912 \mid \text{gleesbuckley@camperandnicholsons.com} \\ \end{cases}$



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Star 42m/138', Kingship Marine Limited, 2012, \$16,880,000*
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Mirabella III 41.4m/135'9, Concorde Yachts, 1994/2010, \pounds 2,400,000 Arne Ploch +34 609756763 | aploch@camperandnicholsons.com



Global Explorer 41m/135', JFA, 2016, €16,000,000
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Mcridiana 39.5m/124'8, Baglietto, 1990/2014, €3,500,000 Charles Ehrardt +33 4 92 912 912 | cehrardt@camperandnicholsons.com



Northalnder~38.1m/125', Moonen, 2009/2013, S14,700,000 Michael~Rafferty~+1~561~758~5608~|~mrafferty@camperandnicholsons.com



 $\label{twilight 38m/125', Oyster, 2013, £9,250,000} \textbf{Simon Goldsworthy} + 44\,77\,7649\,7983 \mid sgoldsworthy@camperandnicholsons.com$



Alexa 37.5m/123', Gdansk Yacht Builders, 1992/2013, $\mathfrak{C}3$,500,000 Vat Paid Arne Ploch +34 609756763 | aploch@camperandnicholsons.com



Sun Ark 36.78m/120'8, Heesen, 1995, \$3,750,000 Jim Wallace +1 561 308 3467 | jwallace@camperandnicholsons.com



Avante V 36.57m/120, Feadship, 1974/2007, \$2,650,000 John Weller +1 561 379 5431 | jweller@camperandnicholsons.com

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Crystal II 35.69m/117'1, Crystal Super Yachts, 2007/2009, \$4,600,000 Rick Weisenberger +1 714 745 6560 | rweisenberger@camperandnicholsons.com



Onclilo 36m/118'1, Abeking & Rasmussen, 1988, €3,000,000 Jean-Marie Récamier +33 4 92 912 912 | jmrecamier@camperandnicholsons.com



SELJM 34.14m/112', Sangermani, 1980/2015, $\[\]$ 2,800,000 Bob O'Brien +1 561 310 9616 | bobrien@camperandnicholsons.com Jonathan Syrett +34 609 43 33 33 | jsyrett@camperandnicholsons.com



 $\label{lem:casual Water 33.48m/109'10, Feadship, 1987/2015, $5,450,000} \\ \textit{Michael Rafferty} + 1\,561\,758\,5608 \mid mrafferty@camperandnicholsons.com$





 $\label{eq:mileanna} \begin{tabular}{ll} \bf Mileanna~K~32.3m/105'11, Tough~Brothers, 1975/2012, $750,000 \\ {\tt Adam-Michael~Papadakis}+44\,20\,7009~1950~|~apapadakis@camperandnicholsons.com~Adam-Michael~Papadakis~Adam-Michael~Papada$



Liara 32m/105', Southern Ocean Marine, 2009, €5,495,000 Tim Langmead +44 207 009 1950 | tlangmead@camperandnicholsons.com



Aldonza 31.7m/104', Astilleros de Mallorca, 1995/2011, €2,950,000 Vat paid Jonathan Syrett +34 609756763 | jsyrett@camperandnicholsons.com



Sea Bound 30.6m/10', Burger, 1996/2014, \$3,990,000 Ralph Raulin +1 561 302 7894 | rraulin@camperandnicholsons.com



Sandy~29.8m/101', Sunsecker, 2014, & & 950.000 $Gaston Lees-Buckley + 33492912912 \mid gleesbuckley @ camperand nicholsons.com$



Scarena 29.77m/97'8, Jongert, 1995/2009, 62,000,000 Vat paid Charles Ehrardt +33 4 92 912 915 | cehrardt@camperandnicholsons.com



Altisa VII 1/2 29.26m/96', 1995/2004, Nordlund, 0000, \$2,975,000 John Weller +1 561 379 5431 | jweller@camperandnicholsons.com



 $\label{lem:celandine} Celandine\ 28.73m/95', Camper and Nicholsons, 1960/2013, \$1,900,000 \\ Simon Turner + 44\ 20\ 7009\ 1950\ | sturner@camperandnicholsons.com$

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Winning Streak 28.14m/92'3, Sunsceker, 2002, €1,700,000 Foulques de Raigniac +33 6247 751 07 | fderaigniac@camperandnicholsons.com



 $\label{lily} Lilly II 35m/115', Sunsecker, 2013, \$11,950,000* \\ Fernando Nicholson + 1 305 604 9191 \mid fnicholson@camperandnicholsons.com$



 $\begin{tabular}{ll} Tempus Fugit $27.43m/90', Arkin Pruva Yachts, 2013, \$5,495,000 $$ Jeff Partin + 1 401 965 5626 | jpartin@camperandnicholsons.com \end{tabular}$



Oscar 27m/87', Lcopard 27, 2011, $\mathfrak{C}_{3,750,000}$ Vat paid Steen Christensen +34 609756763 | jsyrett@camperandnicholsons.com



 $\label{eq:club-M} Club\ M\ 26.01m/85'4, Ferretti, 2012, \$3,895,000 \\ \textbf{ScottW.Goldsworthy} \ ++1\ 954\ 205\ 3388\ |\ \text{scottgoldsworthy@camperandnicholsons.com}$



 $\label{two-24.38m/80'} Grateful\ Two\ 24.38m/80',\ Hatteras,\ 2007,\ S_{3.495,000} \\ Walter\ Sea\ +1954\ 319\ 3259\ \mid\ wsea@camperandnicholsons.com$







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40 YEARS OF SUPERYACHT LEADERSHIP 1975-2015



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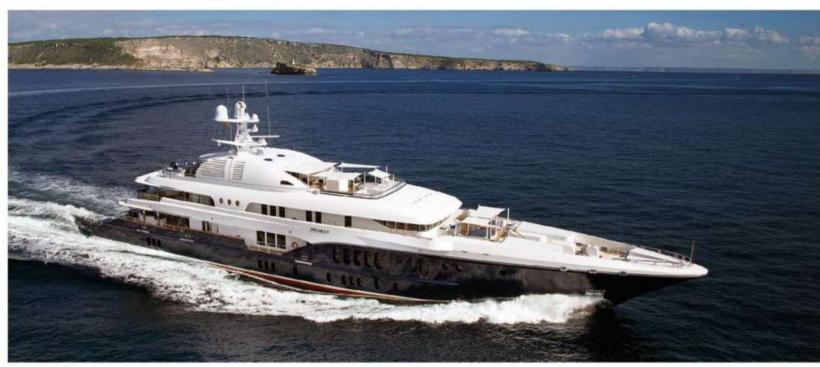
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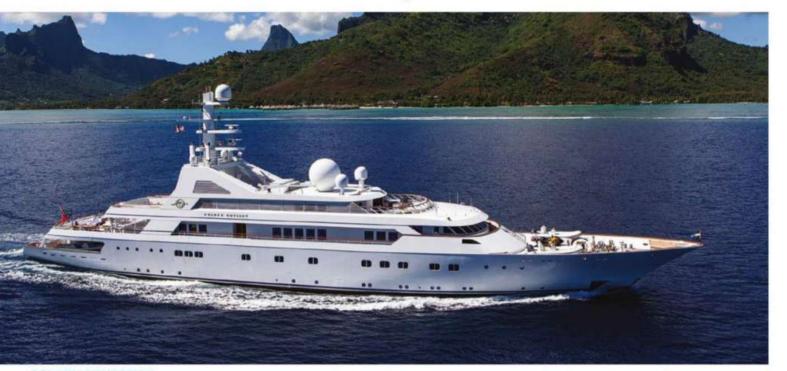
SYCARA V 68.2M (223.6FT) * NOBISKRUG, GERMANY, 2010 * 669,500,000 * CENTRAL AGENTS FOR SALE * Not for sale to US residents while in US waters



RASSELAS 52M (170.6FT) * FEADSHIP, DE VRIES, THE NETHERLANDS, 1994 (REFIT 2012) * US\$19,950,000 * CENTRAL AGENTS FOR SALE

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40 YEARS OF SUPERYACHT LEADERSHIP 1975-2015



GOLDEN ODYSSEY II 80.2M (263FT) * BLOHM-VOSS, GERMANY, 1990 * US\$39,950,000 * CENTRAL AGENTS FOR SALE



BATON ROUGE 62.5M (205.1FT) → ICON YACHTS, THE NETHERLANDS, 2010 → €59,950,000 → CENTRAL AGENTS FOR SALE AND CHARTER

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BIG MAK 47.6M (156.2FT) . HEESEN, THE NETHERLANDS, 1998 (REFIT 2013) . 67,900,000 . CENTRAL AGENTS FOR SALE



BIG ZIP 43.3M (142.1FT) * TRINITY YACHTS, USA, 2010 * US\$22,000,000 * CENTRAL AGENTS FOR SALE

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PJ SUPERSPORT 48-2 49M (160.8FT) PALMER JOHNSON, 2016 PRICE ON APPLICATION CENTRAL AGENTS FOR SALE



FLOW 51M (167.3FT) * MCMULLEN & WING, NEW ZEALAND, 2018 * US\$41,000,000 * CENTRAL AGENTS FOR SALE

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SEA DREAM 43M (141.1FT) SIAR MOSCHINI, ITALY, 1991 (REFIT 2013) USS12,950,000 CENTRAL AGENTS FOR SALE AND CHARTER



LADY J 33.4M (109.6FT) » OVERMARINE, ITALY, 2006 (REFIT 2013) » €3,500,000 EU VAT PAID » CENTRAL AGENTS FOR SALE

BURGESS

40 YEARS OF SUPERVACHT LEADERSHIP 1975-2015



GRAND VOYAGER 43.9M (144FT) * KINGSHIP MARINE, CHINA, 2017 *



UNFURLED 34.2M (112.1FT) » ROYAL HUISMAN, THE NETHERLANDS, 2000 » €6,950,000 » CENTRAL AGENTS FOR SALE

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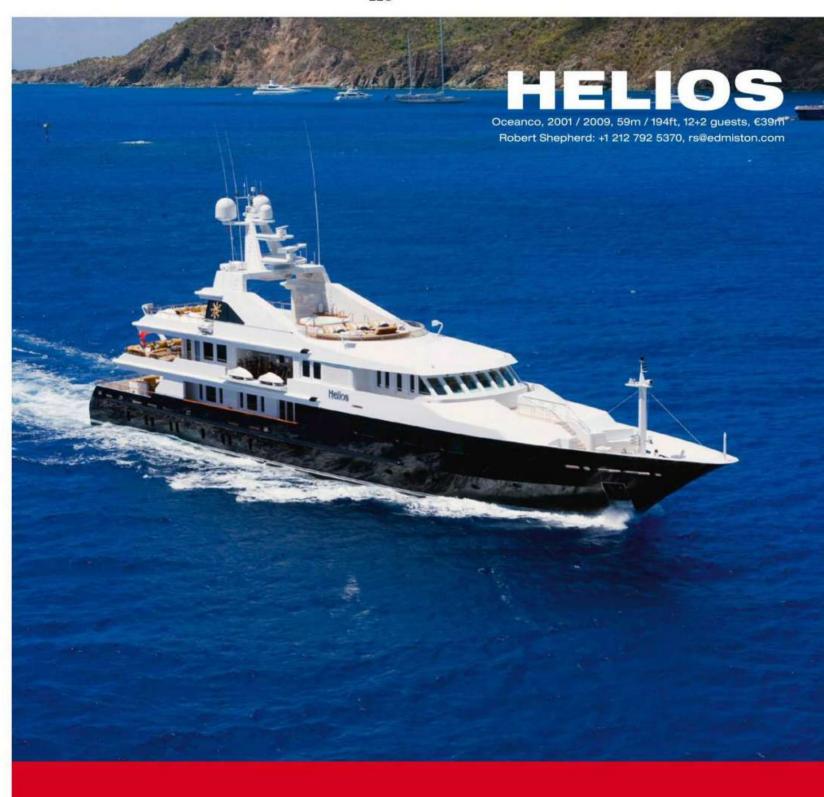
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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



HELIOS 251M > 168FT > PALMER JOHNSON > 2002/2015 > 17,500,000 USD HELIOS 2 is a highly pedigreed yacht, blending modern and classic styles. Spacious layout and great outside spaces for relaxing and entertaining. Comfortably accommodates up to

12 guests in 5 staterooms. Has been maintained and updated with no expense spared. Ideal yacht for discerning guests who value privacy and elegance. STUART.LARSEN @FRASERYACHTS.COM +1954 328 6553 FT. LAUDERDALE



FELIX 52M > 170FT > AMELS > 2004/2014 > 24,900,000 USD
Timeless Dutch quality with interior originally designed by Alberto Pinto/Laura Sessa.
Accommodates 10 guests in four double staterooms and master suite with office.

Impeccable condition and cruise ready. Ten year class surveys completed.

JOSH.GULBRANSON@FRASERYACHTS.COM +1954 629 7435 FT. LAUDERDALE

STUART.LARSEN@FRASERYACHTS.COM +1954 328 6553 FT. LAUDERDALE



Begin your luxury Superyacht experience with Fraser Yachts, The Superyacht Experts.



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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



SENSATION 49M > 162FT > SENSATION YACHTS > 2007/2014 > 11,975,000 EUR
A high quality semi displacement yacht built in New Zealand. She can cruise fast (20kn) or economically (15/16kn), has zero speed stabilizers, new paint job in 2014 and maintained

to the highest possible standard. Located in Hong Kong and the ideal choice for any Asian yachtsman.

JJ.MINNEMA@FRASERYACHTS.COM +33 6 26 26 25 52 MONACO



BELUGA 44M > 146FT > TIMMERMAN YACHTS > 2014 > 14,900,000 EUR 45m under 500GT full displacement yacht delivered in 2014 with a full beam owner's cabin, gym and sauna, large beach club and an art deco interior. Large outside deck

space with Jacuzzi, BBQ and state of the art sound systems. JJ.MINNEMA@FRASERYACHTS.COM+33626262552MONACO

FRASERYACHTS.COM

FRASER YACHTS

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KOKOMO 58M > 191FT > ALLOY YACHTS > 2010 > 39,750,000 EUR

A winning combination of Alloy Yachts, Ed Dubois and RWD. Her contemporary interior provides the ultimate comfort for her guests whether enjoying a gentle cruise or participating

in exhilarating regattas. With a cruising speed under power of 12.5kn and a max speed under sail of 19.5kn she is unquestionably one of the fastest cruising yachts of her class. ANTOINE.LARRICQ@FRASERYACHTS.COM +33 6 78 63 6172 MONACO



ZOOM ZOOM 200M 49M > 161FT > TRINITY > 2005/2013 > 12,900,000 USDMassive price reduction on this fast displacement yacht with aluminium hull. With a 3000nm range at 10 knots and a top speed of 23 knots and Quantum zero speed

stabilizers, she is a busy, very popular charter yacht with established charter record. ALEX.KRIK@FRASERYACHTS.COM \pm 33640615310 MONACO

WATCH THE VIDEO 1. DOWNLOAD AURASMA FROM THE APP STORE OR GOOGLE PLAY 2. SEARCH AND "FOLLOW" FRASER YACHTS 3. POINT DEVICE AT YACHT IMAGE TO WATCH

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



SHERAKHAN 70M > 228FT > VUYK EN ZONEN > 1965/2014 > 25,950,000 EUR A luxurious interior décor and layout, along with incredible facilities create the ideal charter yacht for large families or corporate events. Features gym with Jacuzzi,

on-deck Jacuzzi and swimming pool, and a wide array of toys. Accommodates 26 guests in 13 staterooms.

ALEX.KRIK@FRASERYACHTS.COM +33 640 615310 MONACO



SOY AMOR 42M > 137FT > BENETTI > 2014 > 20,900,000 EURA brand new, recently delivered, highly customized, Benetti Crystal. Light, open and modern interior with plenty of lounging areas. Features include a waterwall, fireplace,

beachclub and port side launching for the tender. Fantastic opportunity to purchase a beautiful yacht, available for immediate sale.
ALEX.KRIK@FRASERYACHTS.COM+33640615310 MONACO



FRASERYACHTS.COM



COCKTAILS 47M > 157FT > TRINITY > 2004/2012 > 22,000,000 USD
Features a sophisticated interior and exterior, redesigned by the Howard Design Group.
Five staterooms accommodating 12 guests. Very spacious with master cabin on main deck

and full beamsky lounge. Refit 2012 with all new interior, exterior paint, teak decks, engine room rework and A/V system. Fitted with at rest stabilization. Immaculate condition. JOSH.GULBRANSON@FRASERYACHTS.COM +1954 629 7435 FT. LAUDERDALE



SEVEN J'S 47M > 156FT > DELTA MARINE > 2008 > 22,500,000 USD

An extraordinary yacht with long range that was designed for extended cruising in all conditions. She has a wonderful interior designed by Tom String, exterior styling and

interior layout by Delta Marine. Built to perfection in all respects. Accommodations for up to 12 guests. An ultra-high quality yacht with magnificent spaces. JOSH.GULBRANSON@FRASERYACHTS.COM +1954 629 7435 FT. LAUDERDALE

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



TO-TOK 37M > 124FT > SANLORENZO > 2014 > 18,200,000 USD
This 2015 Sanlorenzo SD126 model is the utmost expression of the shipyard's quality, attention to detail, and elegance. Practically brand new, she features a spacious and light

interior and accommodates 12 guests in 5 luxury staterooms. Only 200 hours. MCA LY3 (full commercial) compliant. Completely fine-tuned. Under full warranty. FLAVIO.CONSTANTINO@FRASERYACHTS.COM +1954 224 3728 FT. LAUDERDALE



SOL 37M > 123FT > RIVA > 2014 > 13,800,000 USDThe first unit of the Mythos 122' model, SOL is one of the largest and most sophisticated Riva yachts ever built. Features highly appointed Italian décor and luxury accommodations

for 6 guests in 3 staterooms, including a full beam owner's suite with spa bath and sauna. Sleek and fast, with speeds reaching 32 knots. FLAVIO.CONSTANTINO@FRASERYACHTS.COM +1954 224 3728 FT. LAUDERDALE



FRASERYACHTS.COM



CNB 43 43M > 142FT > CNB > 2017 > POA
Gentleman's yacht designed by German Frers and built by CNB Shipyard. Efficient hull
design allowing long range cruising. Modern interior with open salon, balconies, 5 strms plus

on-deck master with private deck area. Choice of engine options and decor.
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1305 491 2211 FT. LAUDERDALE
MAARTEN.TENHOLTER@FRASERYACHTS.COM +31653 739 424 MONACO



MYSTERY 34M > 112FT > NAUTOR'S SWAN > 2000/2015 > 4,900,000 USD Swan112' fresh from substantial refit over winter 2015, including complete repainting, electrical systems refitting, electronics and A/V replacement and all areas and systems

serviced. She has a favored layout including 4 ensuite guest staterooms plus crew berths for 5/6. MYSTERY is in superb condition and ready to be sold. Located in the Med. GEORGES.BOURGOIGNIE@FRASERYACHTS.COM+13054912211 FT. LAUDERDALE

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



LADY NAG NAG 52M > 171FT > AMELS > 2008 > 28,000,000 EUR
LADY NAG NAG is the fourth of the successful Amels Limited Edition, and the only one on today's market. She has always been privately used and is VAT paid. Laura Sessa interior

and Tim Heywood exterior. Full beam owner's cabin with private office and 5 staterooms. DENNISF@FRASERYACHTS.COM +33607042660 MONACO

JJ.MINNEMA@FRASERYACHTS.COM +33626262552 MONACO



LADY PETRA 46M > 153FT > HEESEN > 2012 > 22,500,000 EUR

LADY PETRA is an award winning superyacht built by the renowned Heesen shipyard. She is wheelchair accessible and offers 6 staterooms, a full beam second saloon on the main

deck and a private owners deck. What else is there to say about this magnificent 2012 Dutch masterpiece which was built for the founder of the shipyard?

JJ.MINNEMA@FRASERYACHTS.COM +33 6 26 26 25 52 MONACO

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SUNSHINE 37M > 123FT > LLOYDS SHIPS > 1986/2014 > 5,100,000 USD Ideal family yacht with amazing charter history. Every water toy: seabobs, giant slide, diving/fishing equipment. Sleeps 12 guests in 5 staterooms including three king suites.

Separate library. \$2.5MM refit: interior, Vsat, AV systems, Internet. Immaculate condition. JOSH.GULBRANSON@FRASERYACHTS.COM +1954 629 7435 FT. LAUDERDALE TREVOR.CARROLL@FRASERYACHTS.COM +1954 647 5217 FT. LAUDERDALE



+LEJOS 36M > 120FT > BENETTI > 2010 > 9,500,000 EUR +LEJOS is hull BC122. Features an amazing light and welcoming interior that leans towards contemporary styling. Five staterooms can accommodate up to 12 persons including a master suite located on the main deck with four guest staterooms below. Equipped with zero speed stabilizers. In immaculate condition. JOSH.GULBRANSON@FRASERYACHTS.COM+1954 629 7435 FT. LAUDERDALE

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



ON A ROLL 25M > 84FT > HARGRAVE > 2009/2013 > 3,300,000 USD Largest vol. 84' on the mkt. Open layout; Sapelli wood; 4 strms + Crew. CAT engines. SCOTT.FRENCH@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



NIMBUS 21M > 70FT > MERRITT > 1994 > 2,500,000 USD

One of the most bespoke sport fishing boats ever built. Maintained by the original builder.

JOSH.GULBRANSON@FRASERYACHTS.COM + 1954 463 0600 FT. LAUDERDALE



OLYMPUS 28M > 92FT > NEW YORK LAUNCH > 1929 > 1,499,000 USDOne-of-a-kind heirloom vessel, ownership opportunity that may never come again.
BRIAN.HOLLAND@FRASERYACHTS.COM +12063829494 SEATTLE



INTUITION LADY 39M > 128FT > BENETTI > 1977/2012 > 2,650,000 EUR Classic Benetti. 5 staterooms with owner's on deck, great sky lounge and deck space. STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



CARBON 23M > 76FT > LAZZARA CUSTOM YACHTS > 2009/2012 > 1,700,000 EUR Highly customized EU Spec yacht. Full beam master, spacious VIP and two staterooms. ALEX.KRIK@FRASERYACHTS.COM +37793 100 450 MONACO



NAJADE 28M > 91FT > FEADSHIP > 1966/2002 > 2,450,000 EUR
A true classic gentlemen's yacht and technically in a more than up to date condition. MCA.
JJ.MINNEMA@FRASERYACHTS.COM +377 93 100 450 MONACO



AVENTURA 33M > 109FT > DANISH YACHTS > 2005/2011 > 3,990,000 USD Large volume interior design w/ pilothouse raised saloon, lower saloon and 4 dbl strms. GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



TAMARA RD 35M > 114FT > ADMIRAL > 2010 > POA

New Awlgrip paint job. Well maintained by owner, staterooms. Charter potential.
GIULIO.RIGGIO@FRASERYACHTS.COM +34 971700 445 PALMA



FRASERYACHTS.COM



ULYSSES 56M > 183FT > BENETTI > 2012 > 29,800,000 EUR

An extremely well built Benetti featuring a striking black hull and cream coloured superstructure. She can comfortably accommodate up to 12 guests in her refined interior

with six staterooms. She offers great outdoor deck spaces along with an armada of toys. She is a successful charter vessel which caters to the most avid yachtsman. DENNISF@FRASERYACHTS.COM+37793100450 MONACO



ALDABRA 51M > 167FT > CODECASA > 2011 > 25,000,000 EUR
A striking yacht featuring a sophisticated design. Full beam owner's cabin. Lloyds classed.
DAVID.LEGRAND@FRASERYACHTS.COM +37793100 450 MONACO



IMAGINE 65M > 216FT > AMELS > 2011 > 69,950,000 EUR
Exceptional accommodation and spacious deck areas offer great opportunities for relaxation.
DENNISF@FRASERYACHTS.COM+37793100 450 MONACO



ECLIPSE 43M > 141FT > FEADSHIP > 1993/2008 > 11,950,000 USD

A true pedigree yacht with a stunning Terence Disdale interior, large deck space and tenders.
RICHARD.EARP@FRASERYACHTS.COM +37793100 450 MONACO



MAXIMUS 30M > 98FT > MOONEN > 2008 > 6,100,000 EUR
Only Moonen 97' on today's market. Built to Lloyd's 100 A1 and MCA compliant.
MAARTEN.TENHOLTER@FRASERYACHTS.COM+377 93 100 450 MONACO

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



MARIE 55M > 180FT > VITTERS > 2010 > POA

Rarely does an opportunity arise to acquire a spectacular sailing vessel such as MARIE! Built to the highest standards. Traditional craftsmanship married with modern technology, she is

a powerful, fast, comfortable sailing yacht. Nautical paintings, antiques, a baby grand piano and cannons highlight her light Anigre interior and sophisticated, timeless style!

JODY.OBRIEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



BAGLIETTO 43 FAST 43M > 143FT > BAGLIETTO > 2016 > 21,000,000 EUR With the shipyard's knowledge of fast yachts, this is sure to be a masterpiece. FILIPPO.ROSSI@FRASERYACHTS.COM +377 93 100 450 MONACO



GOLDEN HORN 41M > 135FT > DERELI YACHTS > 2008 > 9,900,000 EUR Long-range, built for economical family cruising. No guest has ever slept on board. ANTOINE.LARRICQ@FRASERYACHTS.COM +377 93 100 450 MONACO



RED SKY 30M > 100FT > NAUTOR'S SWAN > 2003/2012 > 4,750,000 USD
One Owner/Captain since new. Consistently maintained and upgraded.
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



RIMA II 49M > 162FT > BENETTI > 1987/2014 > 9,800,000 EUR
Recently totally rebuilt - new beautiful spacious interior and exterior styling. 7 staterooms.
KEN.BURDEN@FRASERYACHTS.COM +377 93 100 450 MONACO

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KEIKI KAI 30M > 100FT > BENETTI > 2005/2013 > 5,995,000 USDFabulous layout includes on deck master, formal dining and great exterior spaces. Six different deck levels, beautiful Italian marble and woodwork. Recent complete exterior

paint job. Cat mains, zero speed stabilizers, 2100nm range. Finest 100' yacht on the market. NEAL.ESTERLY@FRASERYACHTS.COM +1619 225 0588 SAN DIEGO



MAYRA 50M > 164FT > MAYRA YACHTS > 2015 > 22,500,000 EUR STUART.LARSEN@FRASERYACHTS.COM +19544630600 FT.LAUDERDALE HAVER.TANBAY@FRASERYACHTS.COM +902523135343 BODRUM



U77 77M > 252FT > MARCO > 2015 > 24,900,000 USD

A massively solid ship, over engineered, with a 2,100 + ton volume and efficient hull.
STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



RUBECCAN 43M > 141FT > CRN ANCONA > 2009 > 11,900,000 EUR
DAVIDE.SILVELLO@FRASERYACHTS.COM +34 971700 445 PALMA
THORSTEN.GIESBERT@FRASERYACHTS.COM +34 971700 445 PALMA



ENDLESS SUMMER 39M > 130FT > WESTPORT > 2001/2014 > 8,495,000 USD Fitted w/ zero speed stabilizers, cherry interior, 4 guest staterooms and main deck master. JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE

FRASERYACHTS.COM



The M6O's light alloy hull and superstructure allow for impressive performance and fuel efficiency. She boasts a beautifully designed sundeck forward with a Jacuzzi and panoramic views. The vast outdoor guest spaces are sure to please. Complete with a foredeck helipad and a stylish gym and swim platform, the exterior spaces of the M6O are unique and well suited for entertaining, socializing and relaxing. The M6O also is equipped with two tender garages, one aft and one forward, for easy access to the yacht's arsenal of watersports, toys and tenders.





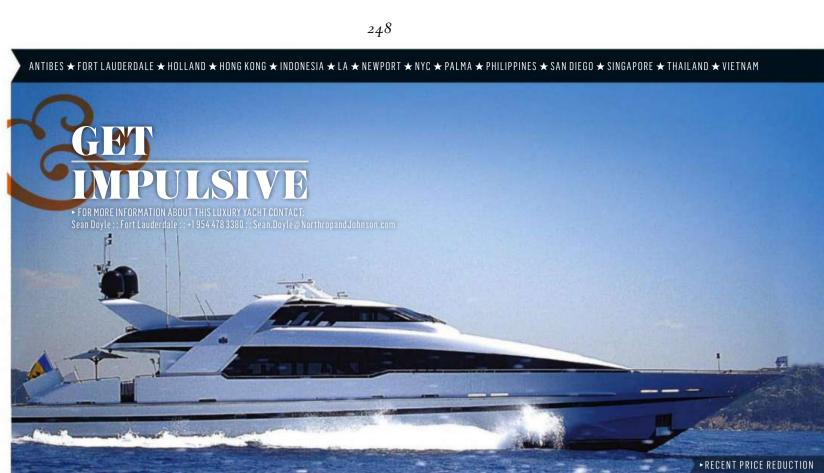
Built by Trinity in 2006, LIBRA III is a stunning 157-foot custom motor yacht with excellent engineering, a sophisticated design and a sumptuous interior designed by Evan K. Marshall. LIBRA III was originally named LADY LINDA and in 2013, she was a finalist in the interior category at the ShowBoats Design Awards. Built to an extremely high specification for an experienced yachtsman, LIBRA III is the epitome of on-water luxury, comfort and safety. This tri-deck motor yacht has an array of unique characteristics and design elements. Said to be one of the best Trinity yachts ever built, LIBRA III has only been used privately, but is well-suited for a charter platform.











IMPULSIVE 126' (38.5m)::Norship::1994/2012::\$3,788,000 \$2,888,000



49 | THE AUTHORITY ON YACHTING



COLUMBUS LIBERTY 38M 125' (38m) :: Palumbo :: 2016 :: €14,500,000 David Seal :: Antibes :: +33 (0) 4 93 34 8401 :: David.Seal@NorthropandJohnson.com

Created for on-deck entertainment, the exterior style of COLUMBUS LIBERTY 38M is sleek, modern and innovative. Intelligent design choices have resulted in exceptional spaces both aft and forward, creating room for a plunge pool in the transom and concealed tender storage in the bow.



COLUMBUS LIBERTY 33M 109' (33.2m) :: Palumbo :: 2016 :: €9,250,000 David Seal :: Antibes :: +33 (0) 4 93 34 8401 :: David.Seal@NorthropandJohnson.com

Designed to offer the greatest possible deck space on a yacht of this size, COLUMBUS LIBERTY 33M features 3 decks, including an uncovered top deck with a hard top option. Her vast areas both aft and forward, leave space for a plunge pool in the transom and concealed tender storage in the bow.



ANTIBES ★ FORT LAUDERDALE ★ HOLLAND ★ HONG KONG ★ INDONESIA ★ LA ★ NEWPORT ★ NYC ★ PALMA ★ PHILIPPINES ★ SAN DIEGO ★ SINGAPORE ★ THAILAND ★ VIETNAM









LADY DUVERA 143' (43.6m):: Hakvoort/Diana Yachts:: 2000 :: €10,800,000 Derk Rolff:: Holland:: +31 6 188 30 145 :: Derk.Rolff@NorthropandJohnson.com

LADY DUVERA was built for an experienced owner. Launched at the brink of the 21st century at Hakvoort Shipyard, this DIANA-designed vessel offers its owner luxury, first-class maneuverability and sea kindliness, as well as transatlantic range.









FRUITION 80' (22.5m) :: Chuck Paine designed Kanter ketch :: 2001 :: 61,195,000 Joost Goverts :: Palma :: +34 971 707 900 :: Joost.Goverts@NorthropandJohnson.com

Fast and luxurious deck saloon ketch, built in Canada of aluminium. She has a comfortable cockpit with a large dining table. Below decks she has a raised saloon, lower dining saloon, two twin guest cabins and an owner cabin aft – each with ensuite. Plus crew area for 3.

BROKERAGE ★ CHARTER ★ MANAGEMENT ★ NEW CONSTRUCTION ★ CREW SERVICES

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PASSION 173' (53m):: Swedeship:: 2003/2009:: \$19,500,000
Wes Sanford:: Fort Lauderdale:: +1 954 806 7036:: Wes.Sanford@NorthropandJohnson.com
- Massive volume and fantastic charter history, Rebuilt in 2003.



APACHE II 144' (44m) :: Baglietto :: 2009 :: €9,950,000

Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com

▶ 27 knot speed, Zero speed stabilizers. Beautiful lines, Proven charter business.



BIG ZIP 142' (43.3m):: Trinity:: 2010:: \$22,000,000

Wes Sanford:: Fort Lauderdale:: +1 954 806 7036:: Wes.Sanford@NorthropandJohnson.com

* Original owner, Private use. In excellent condition. ABS/MCA.



SOTAJ 139' (42.4m):: Abeking & Rasmussen:: 1985/2009:: \$3,900,000
Wes Sanford:: Fort Lauderdale:: +1 954 806 7036:: Wes.Sanford@NorthropandJohnson.com
• German pedigree. Zero speed stabilizers. Duty paid. Incredible condition.



ENCORE 120' (36.7m) :: Crescent Yachts :: 1992/2013 :: \$6,995,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com

Total reconstruction in 2013. Beautiful interior. Very cost effective design.



EAGLE'S NEST 98' (29.9m) :: MCP Yachts :: 2007 :: \$3,400,000
Wes Sanford :: Fort Lauderdale :: +19548067036 :: Wes.Sanford@NorthropandJohnson.com
• On deck master. Ready to cruise worldwide. 18 knots cruise.



WHISTLE 76' (23m) :: Lazzara :: 2012 :: \$3,500,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com

Zero speed stabilizers. 4 staterooms. Hydraulic swim platform & passerelle. 29 knots.



CALLIOPE 76' (23m) :: Lazzara :: 2011 :: \$3,199,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com

Zero speed stabilizers. Warranties. 4 staterooms. Pod drives.



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SOVEREIGN 54.9' (180m) :: Newcastle :: 2011 :: \$49,000,000 Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



GALLANT LADY 168' (51.2m) :: Feadship :: 2007 :: \$39,000,000

Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



KANALOA 158' (48m) :: CRN :: 1996/2015 :: 66,500,000

Jonathan Browne :: Antibes :: +33 6 23 76 18 84 :: Jonathan.Browne@NorthropandJohnson.com



TROY 155' (47m) :: Esenyacht :: 2015 :: 629,500,000
David Seal :: Antibes :: +33 (0) 4 93 34 8401 :: David.Seal@NorthropandJohnson.com



ONENESS 150' (45.7m):: Palmer Johnson:: 2009:: \$19,500,000
Sean Doyle:: Fort Lauderdale:: +1 954 478 3380:: Sean.Doyle@NorthropandJohnson.com



CAPRICORN 140' (42.49m) :: Protekan Turquoise :: 2002/2013 :: \$9,950,000 Bill Titus :: Newport :: +1 401 935 3058 :: Bill.Titus@NorthropandJohnson.com



CENTINELA IV 137' (41.76m) :: Feadship :: 1982/2008 :: \$7,400,000

David Roscow :: Fort Lauderdale :: +1 619 980 7704 :: David.Roscow@NorthropandJohnson.com



GLORIA 126' (38.4m) :: Jongert :: 1986/2013 :: \$5,950,000
Michael Nethersole :: Fort Lauderdale :: +1 954 648 1250 :: Michael Nethersole@NorthropandJohnson.com

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BBS 123' (37.49m) :: Palmer Johnson :: 2006 :: \$6,750,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com



A R-DE 122' (37.2m):: Burger:: 2002:: \$9,950,000 Chris Chumley:: Fort Lauderdale:: +1 954 290 4125:: Chris.Chumley@NorthropandJohnson.com



BARTENDER 119' (36.4m) :: Tansu :: 2011 :: €7,800,000
Derk Rolff :: Holland :: +31 6 188 30 145 :: Derk.Rolff@NorthropandJohnson.com



AKHIR 118 118' (36.13m) :: Cantieri di Pisa :: 2016 :: €9,200,000
David Seal :: Antibes :: +33 (0) 4 93 34 8401 :: David.Seal@NorthropandJohnson.com



STAMPEDE 117' (36m) :: Delta Marine :: 1990/2008 :: \$9,500,000 Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



UNBRIDLED 116' (35.3m) :: Crescent Yachts :: 1995/2015 :: \$4,495,000 Philip Bell :: Fort Lauderdale :: +1 954 873 0171 :: Philip.Bell@NorthropandJohnson.com



KEEWAY DIN 110' (33.5m) :: Palmer Johnson Centreboard ketch :: 1995/2015 :: \$2,675,000 Simon J Turner :: Palma :: *34 971 707900 :: Simon.J.Turner@NorthropandJohnson.com



ECLIPSE 106' (32.31m) :: ALLOY:: 1991/2014 :: \$3,500,000
Michael Geraghty:: Newport :: +1 401 261 0252 :: Mike.Geraghty@NorthropandJohnson.com



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LADY THURAYA 101' (31m) :: Lubbe Voss :: 1982 :: 62.800.000 vat exempt
Derk Rolff :: Holland :: +31 6 188 30 145 :: Derk.Rolff@NorthropandJohnson.com



MARIA ALBA II 97' (29.5m) :: Reichel Pugh/Green Marine :: 2000/2011/2012 :: €1,990,000 Simon J Turner :: Palma :: +34 971 707900 :: Simon,J.Turner@NorthropandJohnson.com



AZZURA 96' (29.2m) :: Peterson/Jongert :: 1998/2007 :: €2,500,000 Ann Avery :: Fort Lauderdale :: +1 954 326 7827 :: Ann.Avery@NorthropandJohnson.com



ATALANTE 90' (27.51m) :: Claasen Jachtbouw :: 2009 :: €4,600,000 Hank Halsted :: Newport :: +1401 965 3256 :: Hank.Halsted@NorthropandJohnson.com



WHIRLWIND 90' (27.43m) :: Holland Jachtbouw :: 1998/2013 :: \$1,950,000 Brian Commette :: Newport :: +1401965 5226 :: Brian.Commette@NorthropandJohnson.com



ICA RUS 88' (26.7m):: Jongert 2700 M performance sloop:: 2007:: €3,850,000 Joost Goverts:: Palma:: +34 971 707 900:: Joost.Goverts@NorthropandJohnson.com



SPIRIT 87' (26.6m) :: Nautor's Swan 90 pilothouse :: 1991/2014 :: \$1,650.000 Simon J Turner :: Palma :: +34 971 707900 :: Simon J.Turner@NorthropandJohnson.com



ANNY 87' (26.5m) :: Baltic :: 1996 :: £1,150,000 Hank Halsted :: Newport :: +1 401 965 3256 :: Hank.Halsted@NorthropandJohnson.com

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MONTE FINO eCHo 85 86' (26.2m) :: Monte Fino :: 2013 :: £2,850,000

John Solomon :: Antibes :: +33 6 63 54 7937 :: John.Solomon@NorthropandJohnson.com



ASPIRATION 86' (26.1m):: Nautor's Swan 86:: 1988/2014 :: \$1,495.000 Simon J Turner:: Palma:: +34 971 707900 :: Simon.J.Turner@NorthropandJohnson.com



IMPOSSIBL DREAM 85' (25.91m) :: Jongert:: 1986/2007 :: \$1,995,000 Jonathan Chapman :: Newport :: +1 401 474 4793 :: Jonathan.Chapman@NorthropandJohnson.com



CONQUISTA DOR 82' (24.9m) :: Swan 80FD/6 Frers design :: 2000/2012 :: £2,195,000 Joost Goverts :: Palma :: +34 971 707 900 :: Joost.Goverts@NorthropandJohnson.com



SILVER LINING 78' (23m) :: AB Yachts :: 2008 :: \$1,695,000
Mathias Chouraki :: New York :: +1646 283 0452 :: Mathias Chouraki@NorthropandJohnson.com



TRANQUILITY 75' (22.9m) :: Sunseeker :: 2015 :: \$3,789,000
Paul Burgess :: Fort Lauderdale :: +1 954 888 8966 :: Paul.Burgess@NorthropandJohnson.com



A MERICA 75' (22.86m):: Trumpy:: 1965 :: \$975,000 Tom Babbitt :: Newport :: +1 401 447 2373 :: Tom.Babbitt@Northropand.Johnson.com



VENDETTA 57' (17.73m) :: Derecktor :: 2005 :: \$1,295,000 Bruce Leffers :: Newport :: +1 954 790 0503 :: Bruce.Leffers@NorthropandJohnson.com







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PROJECT ATOM

LOA: 135m (442')
Beam: 20m (65'6")
Draft: 5.60m (18'4")
Shipyard: Fincantieri Yachts
Delivery: Please enquire
14 guests in 7 VIP staterooms

Price on application



360

LOA: 47.50m (155'8") Beam: 8.90m (29'2") Draft: 2.70m (8'9") Shipyard: ISA Yachts Year: 2003 / 2013 Staterooms: 5

Price: EUR 11.900.000



TUTTO LE MARRANÉ

LOA: 46.20m (151'7") Beam: 8.20m (26'9") Draft: 1.83m (6')

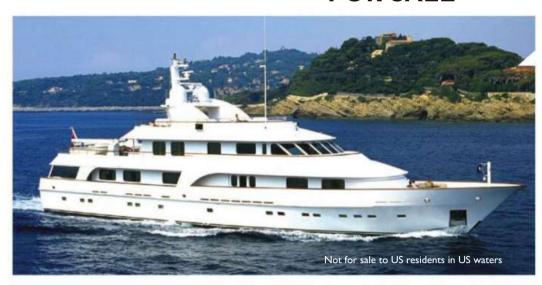
Shipyard: Leopard (Arno)

Year: 2011 Staterooms: 5

Price: EUR 15.900.000







CRACKER BAY

LOA: 44.60m (146'3")

Beam: 8.80m (28'9")

Draft: 2.80m (9'2")

Shipyard: Hakvoort

Year: 2002 / 2015

Staterooms: 6

Price: USD 18,950,000

ALSO FOR CHARTER



TUASEMPRE

LOA: 42.60m (139'8")

Beam: 8m (26'6")

Draft: 1.30m (4'3")

Shipyard: AB Yachts

Year: 2007

Staterooms: 4

Price: EUR 6,500,000



MARIPOSA

LOA: 40m (131')
Beam: 7.73m (25'4")
Draft: 2.20m (7'2")
Shipyard: Avangard
Year: 2012
Staterooms: 5
Price: EUR 6,500,000

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PERSEVERANCE II

LOA: 37.50m (123') Beam: 7.92m (26') Draft: 1.83m (6') Shipyard: Oceanfast Year: 1996 / 2012 Staterooms: 4

Price: USD 2,995,000



YANNEKE TOO

LOA: 36m (118'1") Beam: 7.94m (26') Draft: 3.50m (11'5")

Shipyard: Camper & Nicholson

Year: 1996 / 2015 Staterooms: 3

Price: EUR 1,800,000



SILVERTIP

LOA: 33.80m (110'1")
Beam: 7.10m (23'4")
Draft: 4.30m 14'2")

Shipyard: Yachting Developments

Year: 2001 / 2012 Staterooms: 3 Price: EUR 5,950,000

ALSO FOR CHARTER







O'

LOA: 33m (108')
Beam: 7.12m (23')
Draft: 1.80m (5'8")
Shipyard: Mangusta
Year: 2007
Staterooms: 4
Price: EUR 3,900,000
ALSO FOR CHARTER



SEA RETREAT

LOA: 29.44m (96'6")

Beam: 6.70m (22')

Draft: I.83m (6')

Shipyard: Cheoy Lee

Year: 2006

Staterooms: 4

Price: USD 4,490,000





ICON 100'

LOA: 29m (100')
Beam: 7.22m (23'7")
Draft: 1.99m (6'5")
Shipyard: Icon Yachts
18 months from completion
Staterooms: 3 / 4
Price: EUR 9,500,000







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Builder: FERRETTI

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Year of built: 2008

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Builder: ROYAL HUISMAN

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Price: 1,250,000 €

Length: 25 m

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Length: 32,00m

Year/Refit: 1963/2012

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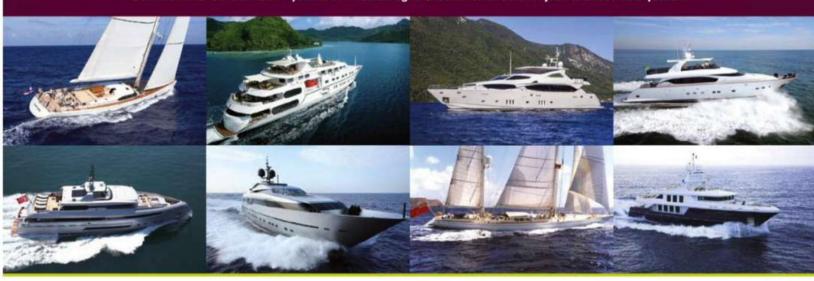


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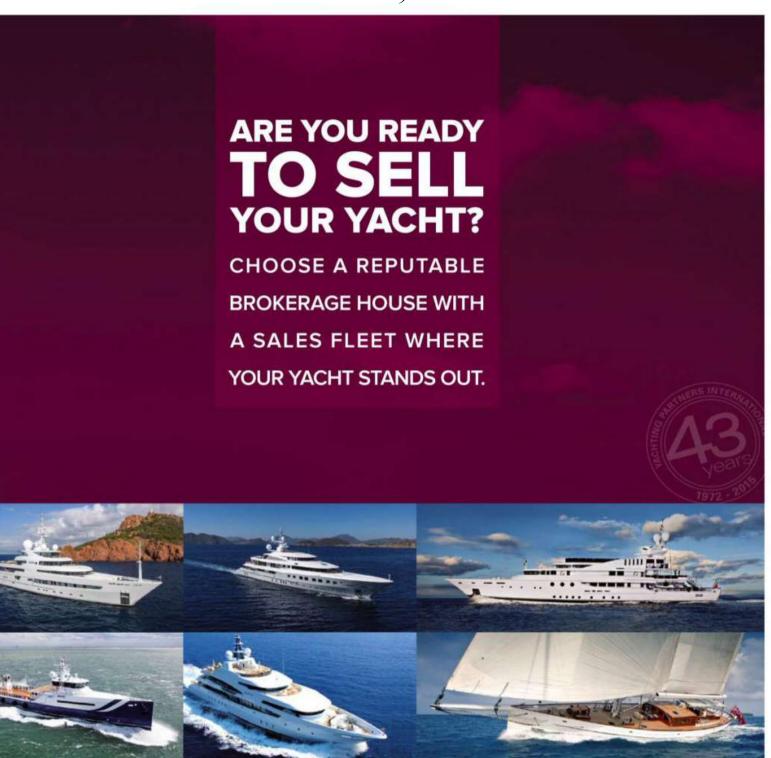
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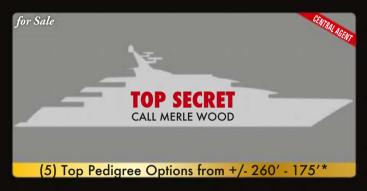
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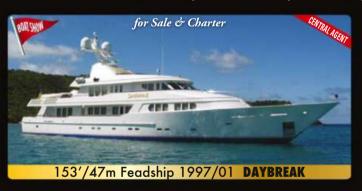






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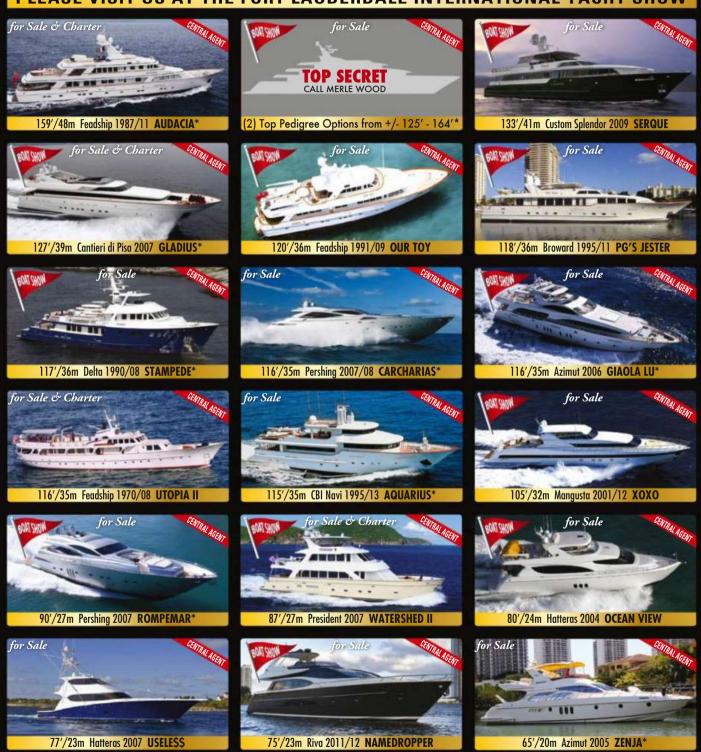
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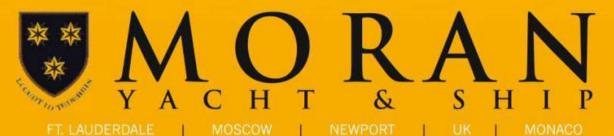
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GRP, 2005, dim.: $16.48 \times 4.70 \times 1.47$ m, sleeps 4 in 2 cabins. + extra cabin with desk, stabilizers, 9.5 kW gen set, airco, central heating, deck crane, 2x Caterpillar 31268 450 hp, max speed 18 Knots, First owner.

BROKER Ger Bayens | Sint Annaland | +31 166 601000 | gbayens@devalk.nl



Composite, built 2003 by Seastar Shipping NV, dim.: $19.00 \times 5.20 \times 1.70$ m, air draft 6.70, teak decks, sleeps 6 in 3 cabins, $2 \times$ Caterpillar 3406, 800 hp diesel, max. speed approx. 20 knots, KOOP stabilizers hydraulic, bow-stern thruster, Kabola heating, $2 \times$ generator (5.6 + 16 kW).

BROKER Arjen Hoeksma | Loosdrecht | +31 35 5829030 | ahoeksma@devalk.nl



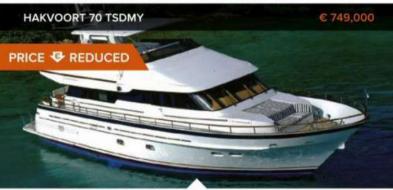
GRP, built in 2003 by Northern Marine U.S.A., dim.: 23.50 x 6.60 x 2.00 m, award winning traditional interior with mahogany high gloss finish, sleeps 8 in 4 cabins plus one single in the pilothouse, 1 x Cummins KT19M 600 hp diesels, hydraulic bow- and stern thruster.

BROKER Henk Sijbranda | Hindeloopen | +31 514 524000 | hsijbranda@devalk.nl



Aluminium built in 2000 by Vitters Shipyard (NL), dim: $18.50 \times 4.80 \times 1.45$ m, 6 berths in 3 cabins, mahogany interior, 2 x Caterpilar 660 hp diesels, Onan 16 kW generator, hydraulic bow-, stern thruster, Webasto heating/airco.

BROKER Arjen Hoeksma | Loosdrecht | +31355829030 | ahoeksma@devalk.nl



Steel, built in 1993 by Hakvoort Shipyards, dim.: 21.20 x 5.80 x 1.90 m, alu. superstructure, wheelhouse, saloon, two + one crew cabin, 7 berths, twin MAN D2866LE 440 hp engines. With a gloriously luxurious interior by Pieter Beeldsnijder Design.

BROKER Reinier van der Wolf | Monnickendam | +31 299 656350 | rvdwolf@devalk.nl



Aluminium, built in 2001 by Mulder Shipyard (NL), designed by Guido de Groot, dim: 27.10 \times 6.50 \times 1.80 m, 7 berths in 4 cabins + 3 crew, Kabola heating and airco in each cabin, 2 \times Caterpillar 1400 hp diesels, 2 \times Onan 22.5 kW generator, 40 ps bowthruster.

BROKER Erwin van den Braak | Loosdrecht | +31 35 5829030 | evdbraak@devalk.nl



ROKERAGE | CHARTER | BERTHS | FINANCE | INSURANCE | YACHT MANAGEMENT



n 2003. Dim.: 34.95 x 7.52 x 1.98 m. This nice Benetti Classic 35 was built in Italy to ABS. The yacht's interior has been designed by Zuretti and exterior styling by Stefano Righini in.

ER Leonard Bonnema | Amsterdam | +31 35 5829014 | Ibonnema@devalk.nl



Steel, built in 1941 by Nakskov Skibsvaerft, Denmark, dim.: 35.80 x 7.50 x 2.60 m, complete rebuilt, classic lines combined with a Danish design interior (completed in 2011), sleeps 12 guests in 6 cabins and 4 crew berths, 1 x B&W Alpha Diesel 280 hp diesel, max. speed approx. 9 knots.

BROKER Arne Doodeman | Sneek | +31 515 428030 | adoodeman@devalk.nl



built in 2006, dim.: 35.80 x 7.70 x 2.00 m, 5 cabins, planning hull, 10 berths, 0 Speed izers, 2x MTU 16VM91 2000hp, RINA Class, Tropical Cruisair 2500 BTU a/c, 16.4 m rania equator with 530 Volvo Penta inboard, diesel.

ER Athos Cleanthous | Antibes | +33 492 910 202 | acleanthous@devalk.nl



Fast, elegant, classic, high performance yacht designed by Andre Hoek. With clean flush decks and modern underwater lines she is an extraordinary sloop. Interior woodwork is a class of its own with perfectly matching upholstery. First owner spend a lot to keep her in immaculate condition.

BROKER Henk Sijbranda | Hindeloopen | +31 514 524000 | hsijbranda@devalk.nl



in 2002, dim., 22.20 x 6 x 3.15 m. Only two of these fantastic blue water cruisers were built. Pulsar II was completed in 2002 for a very experienced yachtsman, and remains in condition.

CER Leonard Bonnema | Amsterdam | +31 35 5829014 | Ibonnema@devalk.nl



Aluminium, built 2005 by Aluboot, dim.: $25.50 \times 5.90 \times 2.00/4.00$ m, 3 cabins, 8 berths (owners + 4 guests + crew), 1×335 hp Man-Nanni. This elegant 84 sloop easily achieves twelve knots of cruising speed, thanks in part to her carbon rig and new sails. Twin rudders, hydraulic lift keel.

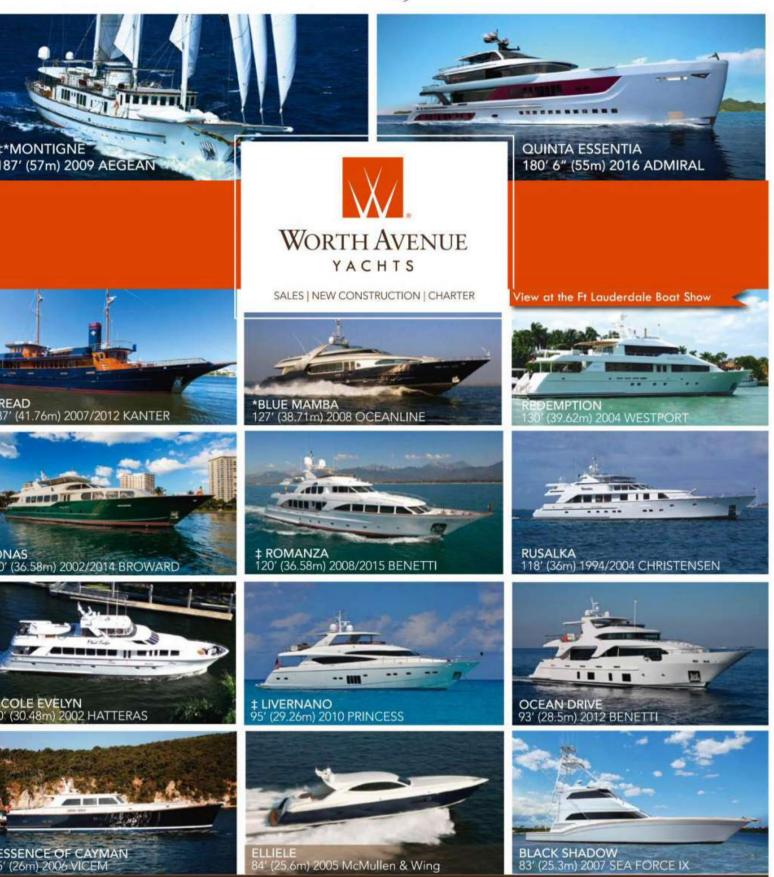
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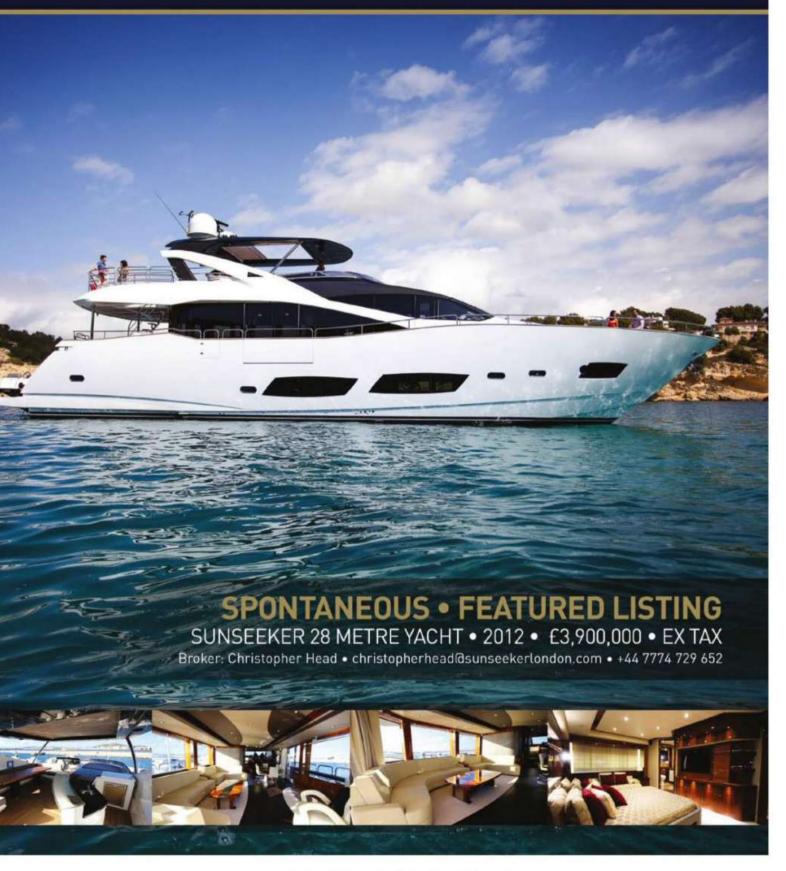
- ± Also available for charter
- Not for sale or charter to US residents while in US waters.

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145' 1989/2010 NQEA M/Y \$5,995,000 RENA



137' 1994/2012 Palmer Johnson M/Y \$3,995,000 SYRENKA



108' 1998/2012 Westship M/Y \$2,700,000 MUSBE DREAMIN



104' 1987/2012 Broward M/Y \$950,000 PATHWAY



90' 1979 Derecktor M/Y DONATED - NEW HULL PAINT ABOVE ALL



84' 1961 Trumpy M/Y \$1,495,000 WISHING STAR



70' 1977/2012 Hatteras M/Y \$650,000 SENTRY



68' 1978 Stephens M/Y \$595,000 VOYAGER



62' 1938 Alden Motor Sailer \$2,800,000 TRADE WIND



48' 2005 San Juan Express Yacht \$893,000 THANKS LANGE



46' 1987 Lyman Morse/ Jarvis Newman \$349,000 CORISANDE



44' 1985 Falmouth Marine Cruiser \$395,000 - DONATED MEDORA

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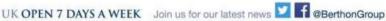
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OYSTER 72'

£1,998,000 Lymington

From 2012, skipper maintained since before hatch, this yacht is gleaming. Masses and masses of cruising kerfuffle, entertainment up the wazoo and also comes with a bold mast colour, which is the business for yacht recognition after a particularly good dinner ashore! Her biggest modesty, however, is most definitely her price.



JONGERT 27M

€895,000 Scandinavia

From one of the best yards on our planet in 1983, the Dutch are famous for both their interesting wooden footwear and their incredible yacht building. Much uprated and re-belled, she can be sailed shorthanded and is perfect for either tropical or high latitude sailing. Of steel, so also of course, unbreakable.



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With 3 of these epic go anywhere mile munchers in build, #1 launches early 2016. Offering extraordinary performance, vast range, recovery from capsize, solar array and a Great Room that is vast, they have no peers. For serious world cruising in comfort and safety, and soon to be seen at an ocean near you.



80' ULTRA LIGHT DISPLACEMENT TRAWLER' US \$749,000 Caribbean

About the ultimate up-cycle, she's an IMS raceboat turned trawler, of composite construction and perfect now for long distance cruising in comfort, and she runs on fumes. Imaginative conversion using the best of performance sailing technology to create this handsome clockwork yacht.

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Admiral 32 Mtr









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BLISS - PRICE REDUCTION

Delivered in 2007 BLISS is one of the acclaimed HEESEN 4400 series, world renowned for their build quality. Her striking exterior and interior styling are complemented by outstanding performance from an Aluminium semi-displacement hull. Built to ABS class and MCA compliant with accommodation for up to 12 guests.

Asking: 18,000,000 EUR (VAT Paid). Central Agent.



STEEL

Truly the ultimate Explorer1 This 2009 built Pendennis yacht is classed 100 A1, G6, Ice Class 1A, as well being MCA compliant. Many claim this but here is a yacht that really can go everywhere! The overall concept together with a beautifully crafted classic interior shows the passion and the experience of the Owner. Up to 12 guests can be accommodated in 6 generous staterooms. And with the usual advanced audio and visual systems, Zero Speed Stabilizers, two wave runners and much more, STEEL is equally an impeccable pleasure yacht. Asking: 29,000,000 EUR. Central Agent.

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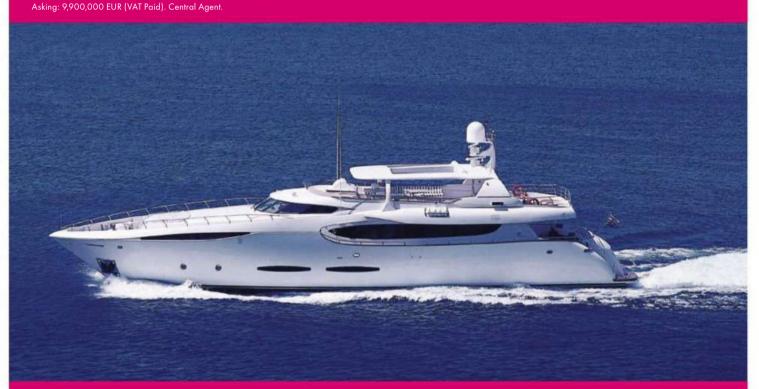
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LITTLE FISH

After the enormous praise received at the autumn yacht shows our LITTLE FISH will stay in the South of France! This classic 40m Heesen from 2001 (2011/2/3) offers ample space for 8 guests in 4 staterooms and is in truly outstanding condition. Convince yourself of her unique quality and arrange a visit with us!



PHOENIX

The amazing charter record of this 36m Leight Notika clearly speaks for itself. With plenty of room for 9 guests in 4 cabins PHOENIX offers cool interior design, 0-speed stabilizers, no-noise air conditioning, a renewed warranty on main machinery and much more, all in top condition. Back from the yacht shows, PHOENIX can be visited in South of France.

Asking: 3,900,000 EUR. Central Agent for sale and charter.

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BLUE FLORENTIN - SPECTACULAR PRICE REDUCTION!

The price of this 27m Superba displacement yacht has just been reduced to EUR 1,950,000! After her extensive refit in 2014 and renewed RINA certificates BLUE FLORENTIN truly is an exceptional deal. Her steel/aluminium construction warrants very stable cruising. With her modern and stylish interior guests will cruise in comfort. Additionally a berth (with garage) in Portosole/Sanremo is available to rent or buy. Part-exchange offers are welcome. Visit BLUE FLORENTIN in Sanremo!

Asking: 1,950,000 EUR (VAT Paid). Central Agent.



COLUMBUS 40S HYBRID

The most innovative 40m on the market! Her hybrid propulsion technology is one of the smartest and results in high performance but 30% lower fuel consumption than her competitors. 22kts max or cruise at 8kts on electric only. Winner of two Showboats Design awards in 2014 for interior and holistic design. Contemporary, light interior by Hot Lab. Main deck Master and 4 lower deck guest cabins. Beach club, balconies, and stunning part covered sundeck.

Asking: 14,800,000 EUR. Joint Central Agents.





What is it? The 95 metre motor yacht *Indian Empress* (ex *AI-Mirqab*), with exteriors by Richard Hein and interiors by the A Group, launched by Oceanco in 2000. The vast yacht is fresh from an extensive refit – see *Boat International* December for the full feature.

Why we love it: She's famous for the starry parties on her sprawling aft bridge deck. There are flowing rounds of seating, a marble bar and

space to dance, with a DJ positioned on the sundeck above.

Design genius: Refit with a light touch: out came the spa pool on the shaded upper deck and dated red upholstery on the bridge deck; in went a huge alfresco eating area and chic cream tones.

Perfect for: Popular people. The upper aft-deck table alone can seat about 30; hold a party and you'll essentially be running a nightclub...





An exceptional New Zealand built, 31.5m long range displacement yacht from 2011, accommodating up to 10 guests in 4 cabins. After returning from her very successful world cruise she underwent a complete refit in New Zealand at the beginning of 2015. Ideal for isolated cruising itineraries and commercially registered, she features unique custom exterior paint created to match the exact colour and lustre of a Tahitian pearl.

Asking: 12,750,000 USD. Central Agent.









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